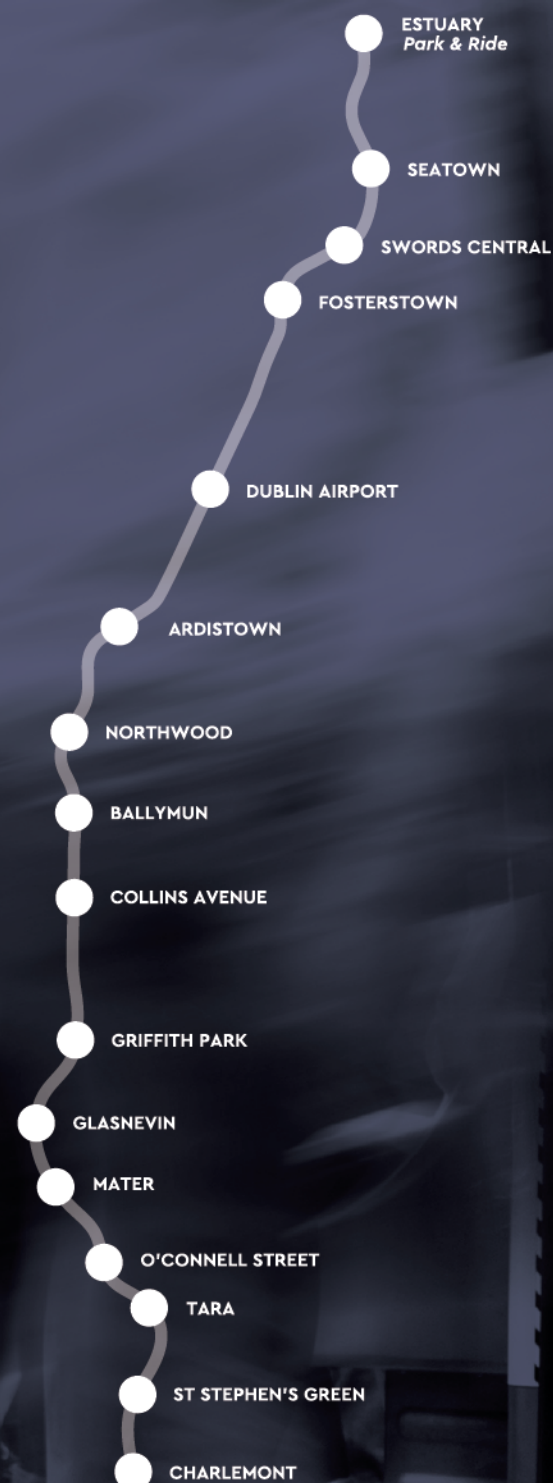




## MetroLink Railway Order Statutory Consultation

Section 5.2, Part 1 of 2 – TII Response to  
Submission No.'s 001 to 140





**Table 3: Index - Submissions Received in Response to Railway Order Application Statutory Consultation (Alphabetical Order)**

| Submission No. | Submission Entity/ Person                                  | Location                  | Area/ Category |
|----------------|------------------------------------------------------------|---------------------------|----------------|
| 1              | ACRA and Ballymun Road North Residents                     | Collins Ave-Griffith Park | AZ4 (b)        |
| 2              | ACRA Association of Combined Residence Association         | General                   | GEN            |
| 3              | Aidan Cyril Forde                                          | Tara-SSG                  | AZ4 (g)        |
| 4              | Aine Wellard                                               | Tara                      | AZ4 (g)        |
| 5              | Alstead Securities Limited                                 | Tara                      | AZ4 (g)        |
| 6              | Amanda Hughes                                              | Mater                     | AZ4 (e)        |
| 7              | An Post                                                    | Multiple                  | MULT AZ4       |
| 8              | AnTaisce                                                   | Tara                      | AZ4 (g)        |
| 9              | Andrew Conlon and Maeve Fitzpatrick                        | Mater                     | AZ4 (e)        |
| 10             | Andrew Whelan                                              | Multiple                  | MULT AZ's      |
| 11             | Anne Behan and John Kearns                                 | Seatown-Swords            | AZ1(a)         |
| 12             | Anne Confrey                                               | Griffith Park-Glasnevin   | AZ4 (c)        |
| 13             | Anne G Meehan                                              | Griffith Park-Glasnevin   | AZ4 (c)        |
| 14             | Ashley Estate Residents                                    | Seatown-Swords            | AZ1(a)         |
| 15             | Barry and Aileen Dempsey                                   | Charlemont                | AZ4 (i)        |
| 16             | Barry Murphy                                               | Charlemont                | AZ4 (i)        |
| 17             | Bart and Patricia Broderick                                | Tara                      | AZ4 (g)        |
| 18             | Ben and Tatiana Hurley                                     | Charlemont                | AZ4 (i)        |
| 19             | Berkeley Road Services and Traders Association             | Mater                     | AZ4 (e)        |
| 20             | Bernard Seymour                                            | SSG                       | AZ4 (h)        |
| 21             | Bindford Limited                                           | Glasnevin                 | AZ4 (d)        |
| 22             | BORG Developments and JOM Investments                      | Northwood                 | AZ3            |
| 23             | Bovale Developments ULC                                    | Estuary                   | AZ1(a)         |
| 24             | Bovale ULC and Balheary Properties ULC                     | Estuary                   | AZ1(a)         |
| 25             | Breda Scully                                               | Mater                     | AZ4 (e)        |
| 26             | Brendan Flanagan                                           | Mater                     | AZ4 (e)        |
| 27             | Brendan Heneghan                                           | Charlemont                | AZ4 (i)        |
| 28             | Brendan Howley                                             | Collins Ave-Griffith Park | AZ4 (b)        |
| 29             | Brian McGrath                                              | O'Connell St.             | AZ4 (f)        |
| 30             | Brigid Purcell (People Before Profit representative)       | Tara                      | AZ4 (g)        |
| 31             | Butterfield District Residents Association                 | Charlemont                | AZ4 (i)        |
| 32             | Cairn Homes Properties Limited                             | Estuary-Seatown           | AZ1(a)         |
| 33             | Caitriona and Ciaran Byrne                                 | Seatown                   | AZ1(a)         |
| 34             | Caitriona Shaffrey                                         | Charlemont                | AZ4 (i)        |
| 35             | Carmen Neary                                               | Charlemont                | AZ4 (i)        |
| 36             | Caroline Eyre O'Connor                                     | Charlemont                | AZ4 (i)        |
| 37             | Caroline Regan and family                                  | Charlemont                | AZ4 (i)        |
| 38             | Cathal Duffy                                               | Tara                      | AZ4 (g)        |
| 39             | Catherine Foley and Keith Madden                           | Griffith Park-Glasnevin   | AZ4 (c)        |
| 40             | Charlemont and Dartmouth Community (Dartmouth Road)        | Charlemont                | AZ4 (i)        |
| 41             | Charlemont and Dartmouth Community (Dartmouth Square West) | Charlemont                | AZ4 (i)        |
| 42             | Charlemont and Dartmouth Community (General Area)          | Charlemont                | AZ4 (i)        |
| 43             | Ciaran Black and Leon McCarthy                             | Charlemont                | AZ4 (i)        |
| 44             | Ciaran Cuffe                                               | Multiple                  | MULT AZ's      |
| 45             | Claire Dunne                                               | Glasnevin                 | AZ4 (d)        |
| 46             | CLG Na Fianna CO Cormac O Donnchu                          | Multiple                  | MULT AZ's      |
| 47             | Colin Torpay                                               | SSG                       | AZ4 (h)        |

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| Submission No. | Submission Entity/ Person                             | Location                | Area/ Category |
|----------------|-------------------------------------------------------|-------------------------|----------------|
| 48             | College and Wainsfort Residents Association           | Ssg-Charlemont          | AZ4 (h)        |
| 49             | Colm and Caitriona Warfield                           | Charlemont              | AZ4 (i)        |
| 50             | Commission for Railway Regulation                     | Multiple                | MULT AZ's      |
| 51             | Conor and Lorraine Power                              | Charlemont              | AZ4 (i)        |
| 52             | Coras Iompair Eireann                                 | Multiple                | MULT AZ4       |
| 53             | Core Capital                                          | Ssg-Charlemont          | AZ4 (h)        |
| 54             | Cormac McKay and Aeravai                              | Multiple                | GEN            |
| 55             | Dan Coulcher and Paula Fyans                          | General                 | GEN            |
| 56             | DECC Geological Survey Ireland                        | Multiple                | GEN            |
| 57             | Declan Ryan                                           | Ssg-Charlemont          | AZ4 (h)        |
| 58             | Deirdre Byrne and Family                              | Seatown-Swords          | AZ1(a)         |
| 59             | Deirdre Vaughan                                       | Griffith Park-Glasnevin | AZ4 (c)        |
| 60             | Denis McLoughlin and Teresa Reid                      | Charlemont              | AZ4 (i)        |
| 61             | Dermot and Doris Healy                                | Tara                    | AZ4 (g)        |
| 62             | Desmond and Kathleen Rice                             | Griffith Park-Glasnevin | AZ4 (c)        |
| 63             | Development Applications Unit                         | Multiple                | MULT AZ's      |
| 64             | Devonmill Limited                                     | Swords-Fosterstown      | AZ1(b)         |
| 65             | Diarmuid Burke                                        | Charlemont              | AZ4 (i)        |
| 66             | District 7 Community Alliance                         | Mater                   | AZ4 (e)        |
| 67             | Donal O'Brolcain                                      | General                 | GEN            |
| 68             | Dublin Airport                                        | Dublin Airport          | AZ2            |
| 69             | Dublin Central GP Limited                             | O'Connell St.           | AZ4 (f)        |
| 70             | Dublin Chamber                                        | Multiple                | MULT AZ4       |
| 71             | Dublin City Council                                   | Multiple                | MULT AZ's      |
| 72             | Dublin Commuter Coalition                             | General                 | GEN            |
| 73             | Dublin Cycling Campaign                               | Multiple                | MULT AZ's      |
| 74             | Duncan Smith                                          | Multiple                | MULT AZ's      |
| 75             | Dympna Rooney                                         | Griffith Park-Glasnevin | AZ4 (c)        |
| 76             | Eamonn Smyth                                          | Mater                   | AZ4 (e)        |
| 77             | Eanna Coffey                                          | Tara                    | AZ4 (g)        |
| 78             | Earl Court Management Company DAC                     | Ssg-Charlemont          | AZ4 (h)        |
| 79             | Earldev Properties Unlimited Company                  | Ssg-Charlemont          | AZ4 (h)        |
| 80             | Earlsfort Basin Limited                               | Ssg-Charlemont          | AZ4 (h)        |
| 81             | Edward Kelly and Joyce MacRedmond                     | Charlemont              | AZ4 (i)        |
| 82             | Eirgrid                                               | Multiple                | MULT AZ's      |
| 83             | Elisabeth Vandenberghe                                | Charlemont              | AZ4 (i)        |
| 84             | Emir McDonagh                                         | Charlemont              | AZ4 (i)        |
| 85             | Emma Kelly                                            | Ssg-Charlemont          | AZ4 (h)        |
| 86             | Erica and Bryan Dalton                                | Charlemont              | AZ4 (i)        |
| 87             | ESB Telecoms Limited                                  | Collins Ave             | AZ4 (a)        |
| 88             | Espirit Investments Limited                           | Tara-Ssg                | AZ4 (g)        |
| 89             | Estuary Court Residents Association 2                 | Seatown-Swords          | AZ1(a)         |
| 90             | Estuary Court Residents Association                   | Seatown-Swords          | AZ1(a)         |
| 91             | Eveleen Coyle                                         | Charlemont              | AZ4 (i)        |
| 92             | Faile Ireland                                         | General                 | GEN            |
| 93             | Farrier Technology Limited                            | Glasnevin               | AZ4 (d)        |
| 94             | Father Paul Churchill and others (St. Josephs Church) | Mater                   | AZ4 (e)        |



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| Submission No. | Submission Entity/ Person                                                 | Location                                 | Area/ Category |
|----------------|---------------------------------------------------------------------------|------------------------------------------|----------------|
| 95             | Fingallians GAA Club                                                      | Estuary-Seatown                          | AZ1(a)         |
| 96             | Fiona O'Kelly                                                             | Glasnevin                                | AZ4 (d)        |
| 97             | Frances Maguire                                                           | Collins Ave                              | AZ4 (b)        |
| 98             | Frank McDonald                                                            | General                                  | GEN            |
| 99             | GADRA                                                                     | Multiple                                 | MULT AZ4       |
| 100            | Geraldine Ann Cusack and Geraldine O'Connell Cusack                       | Charlemont                               | AZ4 (i)        |
| 101            | Gerard F Brouder                                                          | Multiple                                 | GEN            |
| 102            | Gerard Gannon Properties                                                  | Swords                                   | AZ1(b)         |
| 103            | Gerhard and Rosemary Mayrhuber                                            | Tara                                     | AZ4 (g)        |
| 104            | Glasnevin Village Residents Association                                   | Glasnevin                                | AZ4 (d)        |
| 105            | Godfrey Gillett                                                           | Charlemont                               | AZ4 (i)        |
| 106            | Grace Bible Fellowship                                                    | Tara-SSG                                 | AZ4 (g)        |
| 107            | Grace Maguire                                                             | Charlemont                               | AZ4 (i)        |
| 108            | Grand Parade Property Trading Company DAC                                 | Charlemont                               | AZ4 (i)        |
| 109            | Greybitch Limited                                                         | Tara                                     | AZ4 (g)        |
| 110            | Hammerson ICAV                                                            | Swords                                   | AZ1(b)         |
| 111            | Hampstead Residents CLG                                                   | Collins Ave-Griffith Park                | AZ4 (b)        |
| 112            | Hedigans Limited (Michael and Peter Hedigan)                              | Glasnevin                                | AZ4 (d)        |
| 113            | Helen and Luke Sherlock                                                   | Tara                                     | AZ4 (g)        |
| 114            | Helena Kelly                                                              | Charlemont                               | AZ4 (i)        |
| 115            | Hertz Europe Service Centre Limited                                       | Seatown-Swords                           | AZ1(a)         |
| 116            | Hibernia Real Estate Group Limited                                        | SSG-Charlemont                           | AZ4 (h)        |
| 117            | Hines Real Estate Ireland Limited                                         | SSG                                      | AZ4 (h)        |
| 118            | HSE National Drug Treatment Centre                                        | Tara-SSG                                 | AZ4 (g)        |
| 119            | Hugo Byrne CO John Byrne                                                  | Dardistown-Northwood                     | AZ3            |
| 120            | Ian and Eva Sutherland                                                    | Charlemont                               | AZ4 (i)        |
| 121            | Iarnrod Eireann                                                           | Multiple                                 | MULT AZ4       |
| 122            | Institutional Investment Partners GmbH                                    | O'Connell St.                            | AZ4 (f)        |
| 123            | Iona and District Residents Association 2                                 | Glasnevin                                | AZ4 (d)        |
| 124            | Iona and District Residents Association                                   | Repeated submission (superceded by #123) |                |
| 125            | IPUT plc and Irish Life Assurance plc                                     | Fosterstown                              | AZ1(b)         |
| 126            | Irene Sorohan                                                             | Charlemont                               | AZ4 (i)        |
| 127            | Irish Airline Pilots Association                                          | Dublin Airport                           | AZ2            |
| 128            | Irish Georgian Society                                                    | General                                  | GEN            |
| 129            | Irish Life Assurance plc. (19-20 Earlsfort Terrace and 65A Adelaide Road) | SSG-Charlemont                           | AZ4 (h)        |
| 130            | Irish Life Assurance plc. (4 Earlsfort Terrace)                           | SSG-Charlemont                           | AZ4 (h)        |
| 131            | Irish Life Assurance plc. (70 St Stephens Green)                          | SSG                                      | AZ4 (h)        |
| 132            | Irish Life Assurance plc. (Earlsfort Terrace Block C)                     | SSG-Charlemont                           | AZ4 (h)        |
| 133            | Irish Water                                                               | Multiple                                 | MULT AZ's      |
| 134            | IvanaBacik                                                                | Multiple                                 | GEN            |
| 135            | J Murphy (Devlopments) Limited                                            | Fosterstown                              | AZ1(b)         |
| 136            | James Geoghegan                                                           | Charlemont                               | AZ4 (i)        |
| 137            | James Wickham                                                             | General                                  | MULT AZ4       |
| 138            | Jamie Maher and Others                                                    | Charlemont                               | AZ4 (i)        |
| 139            | Jennie McGee and Ian Kelly                                                | Glasnevin                                | AZ4 (d)        |
| 140            | Jerdip Properties Unlimited Company                                       | SSG-Charlemont                           | AZ4 (h)        |
| 141            | Jian Cheng and Family                                                     | Collins Ave-Griffith Park                | AZ4 (b)        |

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| Submission No. | Submission Entity/ Person                                                                  | Location                  | Area/ Category |
|----------------|--------------------------------------------------------------------------------------------|---------------------------|----------------|
| 142            | Jim O'Callaghan                                                                            | Charlemont                | AZ4 (i)        |
| 143            | Johann Harty                                                                               | Glasnevin                 | AZ4 (d)        |
| 144            | John A Ryan                                                                                | Charlemont                | AZ4 (i)        |
| 145            | John and Josianne Bullows 2 (Letter+ land registry records, deeds, vesting certs & photos) | Charlemont                | AZ4 (i)        |
| 146            | John and Josianne Bullows (same letter as above)                                           | Charlemont                | AZ4 (i)        |
| 147            | John and Majella Darcy                                                                     | Tara                      | AZ4 (g)        |
| 148            | John Bernard Reid                                                                          | Multiple                  | GEN            |
| 149            | John Conway and Orlaith McCarthy                                                           | Charlemont                | AZ4 (i)        |
| 150            | John Lawlor                                                                                | General                   | GEN            |
| 151            | John Loughrey                                                                              | Charlemont                | AZ4 (i)        |
| 152            | John McGreevy                                                                              | Fosterstown               | AZ1(b)         |
| 153            | John Neary and Kathleen White                                                              | Charlemont                | AZ4 (i)        |
| 154            | Jonathan Healy                                                                             | Mater                     | AZ4 (e)        |
| 155            | Juliana and Joe Boland and Family                                                          | Swords                    | AZ1(b)         |
| 156            | Justin Marden                                                                              | Multiple                  | MULT AZ's      |
| 157            | Karen Colgan                                                                               | Charlemont                | AZ4 (i)        |
| 158            | Karl Egan                                                                                  | Tara                      | AZ4 (g)        |
| 159            | Kathleen McDonagh                                                                          | Charlemont                | AZ4 (i)        |
| 160            | Kathleen Shields                                                                           | Tara                      | AZ4 (g)        |
| 161            | Kevin Muaghan                                                                              | Charlemont                | AZ4 (i)        |
| 162            | Kieran Smyth and Margaret McDonnell and Others                                             | Collins Ave-Griffith Park | AZ4 (b)        |
| 163            | Knocklyon Network CLG                                                                      | SSG-Charlemont            | AZ4 (h)        |
| 164            | Kohlin Lourenco                                                                            | Charlemont                | AZ4 (i)        |
| 165            | KW Real Estate ICAV                                                                        | SSG                       | AZ4 (h)        |
| 166            | Leo and Anne Crehan                                                                        | Charlemont                | AZ4 (i)        |
| 167            | Leonard Kinsella                                                                           | SSG-Charlemont            | AZ4 (h)        |
| 168            | Lesley Hewson                                                                              | Glasnevin                 | AZ4 (c)        |
| 169            | LIDL Ireland GmbH                                                                          | Northwood                 | AZ3            |
| 170            | LOKRA Lower Kimmage Road Residents Association                                             | SSG-Charlemont            | AZ4 (h)        |
| 171            | Lorraine Rooney                                                                            | Glasnevin                 | AZ4 (c)        |
| 172            | Louisa Gannon                                                                              | Charlemont                | AZ4 (i)        |
| 173            | Louise Boughton and Glenn Sharpe                                                           | Collins Ave-Griffith Park | AZ4 (b)        |
| 174            | M.E. Hanashoe Solicitors                                                                   | Glasnevin                 | AZ4 (d)        |
| 175            | Management Company Board on behalf of The Court                                            | Glasnevin                 | AZ4 (d)        |
| 176            | Margaret Morrissey                                                                         | Glasnevin                 | AZ4 (d)        |
| 177            | Maria Elena Garcia Valasco                                                                 | Tara                      | AZ4 (g)        |
| 178            | Maria O'Connor                                                                             | Tara                      | AZ4 (g)        |
| 179            | Marie Balfe                                                                                | Tara                      | AZ4 (g)        |
| 180            | Marie McMahon                                                                              | Glasnevin                 | AZ4 (d)        |
| 181            | Marie Sherlock                                                                             | Multiple                  | MULT AZ4       |
| 182            | Mark Campbell and Aimee O'Farrell                                                          | Glasnevin                 | AZ4 (d)        |
| 183            | Mark O'Connell                                                                             | Glasnevin                 | AZ4 (d)        |
| 184            | Martin Sheridan                                                                            | Tara                      | AZ4 (g)        |
| 185            | Mary Fitzpatrick                                                                           | Multiple                  | MULT AZ's      |
| 186            | Mater Misericordiae and the Childrens University Hospitals                                 | Mater                     | AZ4 (e)        |
| 187            | Mater Misericordiae University Hospital                                                    | Repeated submission       |                |
| 188            | Maureen O'Scanail                                                                          | Swords                    | AZ1(b)         |



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| Submission No. | Submission Entity/ Person                                                | Location            | Area/ Category |
|----------------|--------------------------------------------------------------------------|---------------------|----------------|
| 189            | Metro South West Group                                                   | SSG-Charlemont      | AZ4 (h)        |
| 190            | Michael A Doyle and Carmel Smith Doyle                                   | Charlemont          | AZ4 (i)        |
| 191            | Michael B. Barry                                                         | SSG-Charlemont      | AZ4 (h)        |
| 192            | Michael McDowell                                                         | Charlemont          | AZ4 (i)        |
| 193            | Michael Quinn                                                            | Glasnevin           | AZ4 (d)        |
| 194            | Millenium Theatre Company                                                | Mater-O'Connell St. | AZ4 (e)        |
| 195            | Monica Deering                                                           | Tara                | AZ4 (g)        |
| 196            | Mouna Unlimited Company                                                  | Dardistown          | AZ3            |
| 197            | Muiris O'Dwyer                                                           | SSG-Charlemont      | AZ4 (h)        |
| 198            | National Disability Authority                                            | General             | GEN            |
| 199            | National Transport Authority                                             | General             | GEN            |
| 200            | Neasa Hourigan                                                           | General             | GEN            |
| 201            | Newcourt Retirement Fund Managers Ltd Trustees of Majella Darcy PRSA     | Tara                | AZ4 (g)        |
| 202            | Niall Lynch                                                              | SSG-Charlemont      | AZ4 (h)        |
| 203            | Niall Parsons 2                                                          | Charlemont          | AZ4 (i)        |
| 204            | Niall Parsons                                                            | Charlemont          | AZ4 (i)        |
| 205            | Nicholas Mansergh                                                        | Multiple            | GEN            |
| 206            | Nicola Brait and Greta Tumiatti                                          | Tara                | AZ4 (g)        |
| 207            | Nicola O'Doherty                                                         | Charlemont          | AZ4 (i)        |
| 208            | Nigel Clerkin                                                            | General             | GEN            |
| 209            | Nigel Mallen                                                             | Glasnevin           | AZ4 (d)        |
| 210            | Nuala Kelly                                                              | Tara                | AZ4 (g)        |
| 211            | October Investments Limited                                              | Swords              | AZ1(b)         |
| 212            | Olan O'Brien                                                             | Mater               | AZ4 (e)        |
| 213            | OPW (1 Georges Quay and others)                                          | Multiple            | MULT AZ4       |
| 214            | OPW (13-14 Burgh Quay Offices)                                           | Multiple            | MULT AZ4       |
| 215            | OPW (14-17 Moore Street - 8-9 Moore Lane)                                | Multiple            | MULT AZ4       |
| 216            | OPW (16 Parnell Square)                                                  | Multiple            | MULT AZ4       |
| 217            | OPW (22-25 Clare Street)                                                 | Multiple            | MULT AZ4       |
| 218            | OPW (44-45 O'Connell Street)                                             | Multiple            | MULT AZ4       |
| 219            | OPW (52 St Stephens Green)                                               | Multiple            | MULT AZ4       |
| 220            | OPW (9-15 O'Connell Street)                                              | Multiple            | MULT AZ4       |
| 221            | OPW (Apartments 1-8 Clare Court)                                         | Multiple            | MULT AZ4       |
| 222            | OPW (Ballymun Garda District Headquarters and INTERO Office)             | Multiple            | MULT AZ4       |
| 223            | OPW (Department of Enterprise, Trade and others)                         | Multiple            | MULT AZ4       |
| 224            | OPW (Department of Finance)                                              | Multiple            | MULT AZ4       |
| 225            | OPW (Department of Justice 50-51 St Stephens Green)                      | Multiple            | MULT AZ4       |
| 226            | OPW (Garden of Remembrance)                                              | Multiple            | MULT AZ4       |
| 227            | OPW (Government Buildings Block)                                         | Multiple            | MULT AZ4       |
| 228            | OPW (Headquarters of the Department of Agriculture, Food and the Marine) | Multiple            | MULT AZ4       |
| 229            | OPW (Iveagh House - Department of Foreign Affairs)                       | Multiple            | MULT AZ4       |
| 230            | OPW (Leinster House Complex)                                             | Multiple            | MULT AZ4       |
| 231            | OPW (Mobhi Road Complex)                                                 | Multiple            | MULT AZ4       |
| 232            | OPW (National Concert Hall Complex)                                      | Multiple            | MULT AZ4       |
| 233            | OPW (National Gallery of Ireland)                                        | Multiple            | MULT AZ4       |
| 234            | OPW (National History Museum)                                            | Multiple            | MULT AZ4       |
| 235            | OPW (National Library of Ireland)                                        | Multiple            | MULT AZ4       |

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|----------------|-------------------------------------------------------------|---------------------------|----------------|
| 236            | OPW (National Museum of Ireland)                            | Multiple                  | MULT AZ4       |
| 237            | OPW (St Stephens Green Buildings)                           | Multiple                  | MULT AZ4       |
| 238            | OPW (St Stephens Green House)                               | Multiple                  | MULT AZ4       |
| 239            | OPW (St Stephens Green Park)                                | Multiple                  | MULT AZ4       |
| 240            | OPW (The General Post Office)                               | Multiple                  | MULT AZ4       |
| 241            | Orwell Park (Templeogue) Residents Association              | SSG-Charlemont            | AZ4 (h)        |
| 242            | O'Scanail Veterinary Hospital                               | Swords                    | AZ1(b)         |
| 243            | Our Ladies of Victories Church                              | Collins Ave               | AZ4 (b)        |
| 244            | Our Lady of Victories Boys' School (Dermot Murphy)          | Collins Ave-Griffith Park | AZ4 (b)        |
| 245            | Our Lady of Victories Girls National School (Dermot Murphy) | Collins Ave-Griffith Park | AZ4 (b)        |
| 246            | Our Lady of Victories Infant School (Dermot Murphy)         | Collins Ave-Griffith Park | AZ4 (b)        |
| 247            | Owners of 9, 10 and 11 Nelson Street                        | Mater                     | AZ4 (e)        |
| 248            | Pat and Barbara McCormack                                   | Glasnevin                 | AZ4 (d)        |
| 249            | Patricia Roe                                                | Collins Ave-Griffith Park | AZ4 (b)        |
| 250            | Patricia Whyte                                              | SSG-Charlemont            | AZ4 (h)        |
| 251            | Paul and Brian Connell                                      | Glasnevin                 | AZ4 (d)        |
| 252            | Paul Cusack on behalf of residents of 153 Ballymun Road     | Ballymun-Collins Ave      | AZ4 (a)        |
| 253            | Paul Hughes                                                 | Mater                     | AZ4 (e)        |
| 254            | Paul McAuliffe                                              | Ballymun-Collins Ave      | AZ4 (a)        |
| 255            | Peter and Breda Gregory                                     | Glasnevin                 | AZ4 (d)        |
| 256            | Peter Schneider Energy Consultants                          | General                   | GEN            |
| 257            | Peter Twamley                                               | Multiple                  | GEN            |
| 258            | Phibsboro Village Tidy Towns (PVTT)                         | Glasnevin                 | AZ4 (d)        |
| 259            | Proinsias Mac Fhlannchadha                                  | Charlemont                | AZ4 (i)        |
| 260            | Prospect Architectural Conservation Area                    | Glasnevin                 | AZ4 (c)        |
| 261            | Rail Users Ireland (Thomas J Stamp)                         | Multiple                  | MULT AZ's      |
| 262            | Rathgar Residents Association                               | General                   | GEN            |
| 263            | Recorders Residents Association                             | SSG-Charlemont            | AZ4 (h)        |
| 264            | Rethink Metrolink                                           | Charlemont                | AZ4 (i)        |
| 265            | RGRE Burlington Limited and RGRE Harcourt Terrace Limited   | SSG-Charlemont            | AZ4 (h)        |
| 266            | Richard Guiney                                              | General                   | GEN            |
| 267            | Rita Marie Harvey                                           | Charlemont                | AZ4 (i)        |
| 268            | Rohan Holdings Limited (Part I & Part II)                   | Seatown-Swords            | AZ1(a)         |
| 269            | Roisin Shortall                                             | Collins Ave-Griffith Park | AZ4 (b)        |
| 270            | Royal Canal Clean-Up Group                                  | Glasnevin                 | AZ4 (d)        |
| 271            | Ruadhan MacEoin                                             | Multiple                  | GEN            |
| 272            | Sadhbh O'Neill                                              | Multiple                  | GEN            |
| 273            | Sainfoin Property Company Limited                           | Dardistown                | AZ3            |
| 274            | Santry Forum                                                | Multiple                  | MULT AZ's      |
| 275            | Sarah Meredith                                              | Glasnevin                 | AZ4 (d)        |
| 276            | Save Markievicz Pool & Gym Campaign (John Dean)             | Tara                      | AZ4 (g)        |
| 277            | Seatown Villas Residents                                    | Seatown                   | AZ1(a)         |
| 278            | Shandon Mill Owners Management Company CLG                  | Glasnevin                 | AZ4 (d)        |
| 279            | Shandon Residents Association                               | Glasnevin                 | AZ4 (d)        |
| 280            | Shira Mehlman                                               | Glasnevin                 | AZ4 (d)        |
| 281            | Sinead Quilty                                               | Swords                    | AZ1(a)         |
| 282            | Smokin Bones LTD                                            | Swords                    | AZ1(b)         |

**Table 3: Index - Submissions Received in Response to Railway Order Application Statutory Consultation (Alphabetical Order)**

| Submission No. | Submission Entity/ Person                      | Location                                                                | Area/ Category |
|----------------|------------------------------------------------|-------------------------------------------------------------------------|----------------|
| 283            | Smyths Toys Superstores                        | Swords                                                                  | AZ1(b)         |
| 284            | St.Annes Resident's Association                | SSG                                                                     | AZ4 (h)        |
| 285            | Susan Cosgrove                                 | Tara                                                                    | AZ4 (g)        |
| 286            | Suzi Taylor and G.I Taylor                     | Charlemont                                                              | AZ4 (i)        |
| 287            | Tanat Limited                                  | Tara                                                                    | AZ4 (g)        |
| 288            | Tanrat Limited TA Starbucks                    | Swords                                                                  | AZ1(b)         |
| 289            | Terenure West Residents Association            | General                                                                 | GEN            |
| 290            | Tesco Ireland                                  | Multiple                                                                | MULT AZ's      |
| 291            | The Abbey Theatre (Amharclann na Mainistreach) | O'Connell St.-Tara                                                      | AZ4 (f)        |
| 292            | The CMCCG Action Group (Sabine Klinger)        | Tara                                                                    | AZ4 (g)        |
| 293            | The Foley Family                               | Charlemont                                                              | AZ4 (i)        |
| 294            | The Owner of Apartment 27 College Gate         | Tara                                                                    | AZ4 (g)        |
| 295            | The Residents of Albert College Lawn           | Collins Ave-Griffith Park                                               | AZ4 (b)        |
| 296            | The Rotunda Hospital                           | Mater-O'Connell St.                                                     | AZ4 (e)        |
| 297            | Thomas Harty                                   | Glasnevin                                                               | AZ4 (d)        |
| 298            | Thomas Herlihy                                 | General                                                                 | GEN            |
| 299            | TII (Edel McCormack) <b>NOT A SUBMISSION</b>   | <b>Proof of postage of notification letters to landowners/occupiers</b> |                |
| 300            | Tom Harrington                                 | Charlemont                                                              | AZ4 (i)        |
| 301            | Tony Graham                                    | General                                                                 | GEN            |
| 302            | Townsend Apartment Management Company Limited  | Tara                                                                    | AZ4 (g)        |
| 303            | Trinity College Dublin                         | Tara-SSG                                                                | AZ4 (g)        |
| 304            | Troys Butchers                                 | O'Connell St.                                                           | AZ4 (f)        |
| 305            | Union Investment Real Estate GmbH              | Charlemont                                                              | AZ4 (i)        |
| 306            | University College Dublin (UCD)                | Charlemont                                                              | AZ4 (i)        |
| 307            | Upper Leeson Street Area Residents Association | Charlemont                                                              | AZ4 (i)        |
| 308            | Veronica Jane O'Mara                           | Tara                                                                    | AZ4 (g)        |
| 309            | Vincent Harrison and others 2                  | Glasnevin                                                               | AZ4 (d)        |
| 310            | Vincent Harrison and others                    | Glasnevin                                                               | AZ4 (d)        |
| 311            | Voice of Vision Impairment                     | General                                                                 | GEN            |
| 312            | Waterways Ireland                              | Glasnevin                                                               | AZ4 (d)        |
| 313            | Westward Group Ltd                             | Mater-O'Connell St.                                                     | AZ4 (e)        |
| 314            | Will Phelan                                    | SSG-Charlemont                                                          | AZ4 (h)        |
| 315            | Woodies DIY co Grafton Group PLC               | Seatown                                                                 | AZ1(a)         |
| 316            | WORK Residents Association (Michael Griffin)   | SSG-Charlemont                                                          | AZ4 (h)        |
| 317            | Wynn's Hotel                                   | O'Connell St.-Tara                                                      | AZ4 (f)        |
| 318            | Yu Miao Yang YMY Ltd                           | Mater                                                                   | AZ4 (e)        |
| 319            | Yvonne Allen                                   | Charlemont                                                              | AZ4 (i)        |
| 320            | Yvonne Collins                                 | SSG-Charlemont                                                          | AZ4 (h)        |
| N/A            | Fingal County Council                          | Multiple                                                                |                |





| Submission No.                                                                                                           |              |          | 001                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                   |              |          | Albert College Residents Association (ACRA) and Ballymun Road North Residents                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| MetroLink Submission: On behalf of ACRA and Ballymun Road North Residents (Barry Conway ACRA Deputy Chair & Jim Deignan) |              |          |                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                        | Context      | 6        | While broadly supportive of the MetroLink Scheme, the respondent believes that the station is in the wrong location... because<br>This section of Ballymun Road is an already heavily utilized area and one of the busiest throughfares to and from Dublin City Centre. An alternative location was proposed in Albert College Park. | <p>TII appreciates the submission and the sharing of concerns/observations related to the Collins Avenue Station. We have reviewed the submission and provided response for the observations/concerns raised in detail below.</p> <p>As outlined in EIAR Chapter 7, Consideration of Alternative, section 7.7.10.7, the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed station location in front of Our Lady of Victories (OLV) Church.</p> <p>This location for the station provides a number of advantages when compared to other location options, including Albert College Park: (1) It allows the Project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, providing for interchange between bus routes both on Collins Avenue and on Glasnevin Road. A station location further south at the northern section of Albert College Park would not provide a good level of interchange as there would be over 500m separating potential bus stop locations on Collins Avenue and the MetroLink station. (2) The proposed Collins Avenue Station will have a significant catchment area, noting the analysis undertaken at the Emerging Preferred Route (EPR) stage identified this route option had the highest potential passenger numbers when compared with other route options. (3) During the construction phase, the location of a station within the frontage to Our Lady of Victories means that traffic disruption to Dublin would be reduced when compared to the location of a station within the road corridor (partially or fully).</p> <p>Further transport assessment during preliminary design development indicated that DCU remains a large contributor to the station usage with the station location as proposed by the church.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                                                                                                                        | Context      | 7        | Positioning of the Collins Avenue Station: the proposed selected area for the station is more complex, more disruptive, more expensive, more dangerous than the original Metro North station. Furthermore, the latter would be better placed to service DCU.                                                                         | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3                                                                                                                        | Context      | 7        | Highly Sensitive Receptors: High Proportion of elderly and special needs residents as well as primary school children will be unfairly impacted by placing the station at the proposed location for a period of 10 to 12 years.                                                                                                      | <p>It is acknowledged that in the absence of effective mitigation measures, there is potential for impacts on sensitive receptors at this location. As outlined in Table 11.60 of EIAR Chapter 11, Population &amp; Land Use sensitive locations here includes facilities which are delivering education, health, religious, community and medical services to the local communities in Ballymun, Santry and North Glasnevin. However, measures to mitigate and monitor impacts as a result of construction activity are detailed in relevant EIAR technical chapters, in the Construction Environmental Management Plan (CEMP) and summarised in Chapter 31. Mitigation measures and commitments of relevance to the local population here will be used to ensure that any impacts here are not significant. These measures include the following:</p> <p>Full implementation of the range of dust minimisation measures detailed in the mitigation section of Chapter 16 (Air Quality);</p> <p>Full implementation of the range of noise minimisation measures detailed in mitigation section of Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Ground borne Noise &amp; Vibration);</p> <p>Ensure all construction activities are appropriately located so as to limit impacts and reduce the footprint of construction activities where possible to avoid and/or minimise impacts;</p> <p>All construction areas will be suitably fenced, screened and monitored so that access to the sites will be limited to authorised personnel in the interest of public health and safety;</p> <p>Full implementation of the range of mobility and traffic management measures including Scheme Traffic Management Plan as detailed in mitigation section of Chapter 9 (Traffic &amp; Transport);</p> <p>Alternative access arrangements (or diversions) will be put in place at the relevant locations and appropriate temporary signage will be put in place on roads, footpaths or cycleways that will be temporarily affected by the construction works. This signage will be monitored to ensure that it guides local residents, commercial activities and visitors to the temporary access arrangements in place that facilitate access to homes and businesses;</p> <p>Provide for safe pedestrian and cyclist access, egress and movement at points of entry and exit of construction vehicles at all sites. Tactile and audible signals for those with visual impairments should be integrated to ensure equitable access for all users;</p> |

| Submission No.                                                                                                           |              |          | 001                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                                                                                                          |              |          |                                                                                                                                                                                                                                                                                                                         | <p>Implement and monitor safe working practices, in accordance with the relevant legislation during construction to protect the workers and visitors to the construction sites;</p> <p>The contractor(s) will inform stakeholders of the general construction process/phasing in line with the TII Community Engagement Strategy to ensure local residents and businesses are fully informed on the nature and duration of construction works taking place in the vicinity. Where possible crime prevention through environmental design principles (e.g., adequate lighting in all areas, active and passive surveillance) should be incorporated given the duration of the Construction Phase;</p> <p>Advance notice will be given to the owners of all residential, commercial and community properties (including social infrastructure) before construction starts and in advance of any major planned disruptions of services or localised traffic management measures noting in particular residents and businesses affected by temporary construction works crossing roads and those located within 250m of the construction works;</p> <p>Community Relations Officers (CRO's) will be employed during the construction of the proposed Project and contact details will be provided on the proposed Project website so that stakeholders and communities can make contact as required. The CRO's will be responsible for maintaining open, transparent and positive relationship with members of the public, local businesses, groups and organisations affected by the works. Specifically, the CRO's will work closely with Transport Infrastructure Ireland and the appointed contractors to ensure that all effort to address public concerns are made, and to ensure that information on the nature and duration of all works is provided; and</p> <p>Reinstatement of all land as quickly as possible following construction so as to expedite any local disruption and return to existing surface land uses that can be used by the surrounding residents, businesses and communities.</p> <p>See EIAR Chapter 11, Population and Land Use, section 11.6.1.2 detailing construction activity mitigations for the population in general.</p> |
| 4                                                                                                                        | Context      | 7        | <p>Unconvinced by the need for such a large station with associated architecture:<br/>Preference is for a more low-key station similar to most cities like London, Paris, New York rather than a large brightly lit footprint attracting unwelcome attention and undesirable characters and anti-social behaviours.</p> | <p>Common architectural design principles have been developed for the proposed project across all locations in order to provide a robust and authentic design with a strong metropolitan identity, unique and sympathetic to Dublin. As outlined in EIAR Chapter 4, Description of the MetroLink Project, Section 4.17.4.2, the specific urban design principles for Collins Avenue Station are to:<br/>Integrate grilles and hatches required for the station with the planting proposals;<br/>Consider the relationship between the station and the entrance to Our Lady of Victories Infants School;<br/>Provide raised table junction and shared space, and<br/>Preserve the main axis of Our Lady of Victories Church.</p> <p>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. The existing baseline, potential impacts on landscape quality and views, and mitigation proposals are described in Chapter 27 (Landscape &amp; Visual).</p> <p>The design ensures the church will remain visible and identifiable from the road so that it can retain its local landmark tatus. Whilst the proposed built elements of the station will be evident, clear views to the church from the road and the residential properties beyond are maintained but softened by the proposed intervening planting. Views from the front of the church confirm the retention of the existing formality but within a more decorative contemporary garden. The improved quality of paving materials being employed accentuates that formal axis to the front of the church.</p> <p>Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.</p>                                                                                                                                                                                                                                                           |



| Submission No.                                                                                                           |              |          | 001                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| 5                                                                                                                        | Context      | 7        | Albert College Residents will have no or restricted access to Ballymun Road.                                                                                                                                                                                                                                                     | <p>As noted in Chapter 09 (Traffic and Transport) and Appendix A9.5 Scheme Traffic Management Plan, during all phases of the Enabling Works, the existing right turn from Ballymun Road to Albert College Court will be banned. This will require the vehicles accessing this area to route via Collins Avenue and Albert College Park. While the exact diversion routing will vary depending on the vehicle origin/destination, the most direct version is approximately 750m and as a worst-case scenario (during the PM peak period) will result in a journey time increase of 5 minutes. The diversion is illustrated in Appendix A9.5 of the EIAR.</p> <p>During both Phase 1 and Phase 2 of the Main Works, the closure of the Ballymun Road and Albert College Court junction is necessary due to the construction of the site footprint. Alternative access for residents in Albert College Grove/Court/Avenue/Court and Lawn, will be provided from the existing Collins Avenue Extension to the north of the site. The diversion is illustrated in Appendix A9.5 of the EIAR.</p> <p>Prior to implementation, all traffic management measures will be agreed with Dublin City Council (DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. (See EIAR Appendix A5.1. Outline CEMP section 1.3)</p> <p>A summary of Mitigation Measures for the Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic &amp; Transport). The mitigation measure for Ballymun Road for traffic is to monitor if closure is required at all points, or if it can be reinstated temporarily throughout the works; and to coordinate spoil removal to minimize cumulative impact of HGV routing, Construction vehicles will be controlled in terms of the hours for operation (i.e. construction traffic may be prohibited during periods of very heavy traffic) to minimise disruption.</p> |  |
| 6                                                                                                                        | Context      | 8        | Proposed use of the OLV church grounds as a car park for school drops and the impact it will have on Albert College residents.                                                                                                                                                                                                   | MetroLink has no specific proposals to provide school drop off parking at Our Lady of Victories church during either the construction or operational phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 7                                                                                                                        | Context      | 8        | Traffic Management: Grave Concerns about the access on a temporary and permanent basis to the immediate area.                                                                                                                                                                                                                    | <p>Please refer to response (5) above having regard to the construction phase. Chapter 9 Traffic and Transport and the associated appendices presents a comprehensive overview of the potential effects of the proposed project during the construction and operational phase. Table 9.141 of the EIAR identifies that based on traffic modelling undertaken there will not be long term significant impact on the road network at this location up to 2065. In the worst case scenario, there is predicted to be a small increase in traffic up to 2065 (maximum of 500 AADT).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 8                                                                                                                        | Context      | 8        | Scepticism about the bus interchange being relevant: one of the reasons given for the choice of this location is its relevance with the bus interchange. In our view there is no material difference between modes of transport based on station location. TII have provided no evidence at all of this being a material factor. | <p>As outlined in EIAR Chapter 7, Consideration of Alternative, section 7.7.10.7, the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed station location in front of Our Lady of Victories (OLV) Church. This location for the station provides a number of advantages when compared to other location options, including Albert College Park as outlined EIAR Chapter 7, Consideration of Alternative, section 7.7.10.7. It allows the Project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, providing for interchange between bus routes both on Collins Avenue and on Glasnevin Road. Such bus routes include the N4 (Point Village to Blanchardstown Shopping Centre) bus route, the 104 (Clontarf to DCU) and 220 (Lady's Well Road to DCU) bus routes. A station location further south at the northern section of Albert College Park would not provide a good level of interchange as there would be over 500m separating potential bus stop locations on Collins Avenue and the MetroLink station which would reduce the number of passengers willing to interchange with bus routes. Appendix A9.2-C Collins Avenue station outlines the predicted number of passengers for this station including details of the estimated number of public transport Interchange The proposed Collins Avenue Station will have a significant catchment area, noting the analysis undertaken at the Emerging Preferred Route (EPR) stage identified this route option had the highest potential passenger numbers when compared with other route options.</p>                                                                                                                                                                                                                                                                                                                                                                              |  |

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| MetroLink Submission: On behalf of ACRA and Ballymun Road North Residents (Barry Conway ACRA Deputy Chair & Jim Deignan) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| 9                                                                                                                        | Context      | 8        | Bus Connects Project propose reducing existing north bound three lanes of traffic to two lanes, one of which will be a bus lane thereby putting further pressure under existing road network. There appears to be no joined up thinking between TII and the NTA regarding Metrolink and Bus Connects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | As outlined above in response to Item 7, there is not predicted to be significant impacts on traffic at this location in any of the scenarios assessed up to 2065. The future street level layout at Collins Avenue includes a realignment of the current road layout with a reduction from two lanes to one northbound lane for vehicular traffic on the R108 Ballymun Road to the immediate west of the station. Southbound, the existing road layout of two vehicular traffic lanes, will be maintained. It is critical to understand that the scenarios assessed in Chapter 9 Traffic and Transport of the EIAR include for alterations to the road network to accommodate Bus Connects. The key driver behind both of these projects is to offer commuters and others high quality alternatives to the use of cars, thereby reducing the level of traffic congestion overall.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10                                                                                                                       | Context      | 8        | <p>A very wide cohort of the local and wider community will be negatively impacted by the construction of proposed station location including:</p> <ul style="list-style-type: none"><li>•Our Lady of Victories Boy and Girls primary Schools</li><li>•Senior Citizens living in Albert College Court</li><li>•Our Lady of Victories Church</li><li>•Residents in the immediate vicinity of the station location</li><li>•Thousands of daily Motorists and Commuters to and from Dublin City</li></ul> <p>Some of the fundamental issues resulting from these concerns include:</p> <ul style="list-style-type: none"><li>•Safety of access to and from the schools</li><li>•Potential Permanent eviction of elderly residents living in Albert College Court</li><li>•Albert College Estate access or Cui De Sac creation</li><li>•Diversion of Utilities adding at least 2 additional years to the build</li><li>•Traffic Chaos making accessibility to the immediate community impossible</li><li>•Station Excavation and Construction creating an unliveable environment for all in the immediate vicinity of the proposed station</li><li>•Air Quality will be significantly impacted during construction</li><li>•Construction Dust, Noise, Vibration</li><li>•Operational Noise, Security, Vibration</li><li>•Flooding Water Table exposures</li></ul> | <p>Safety of Access</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan outlines an assessment of potential impacts on traffic, pedestrian movements, cycle networks and public transport. Section 7.4 of the STMP deal directly with Collins Avenue Station with Tables 7.35 and 7.41 outlining the potential impacts on vulnerable road users including pedestrians and cyclists with no significant impacts predicted for any stage of the works. This is because foot path and cycleway routes will be maintained with a signal controlled junction to allow safe access across the roadway at this location. Prior to the implementation of traffic management measures, these will be agreed with DCC, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken to ensure the safety of users. All proposed traffic management plans will be finalised by the appointed contractor, and an updated Scheme Traffic Management Plan will be prepared. (See EIAR Appendix A5.1. Outline CEMP section 1.3)</p> <p>Potential Permanent eviction of elderly residents living in Albert College Court</p> <p>Information regarding relocation and financial compensation related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR. TII do not foresee any requirement to "evict" elderly residents in the Albert College Court complex for the following reasons: (1) Vehicular and pedestrian access to these properties will be retained at all times during the construction phase with diversions in place (Refer to Table 9.90 and Table 9.91 of Chapter 9 of the EIAR). (2) As outlined in Section 10.5.1.2 of Chapter 10 of the EIAR, airborne noise levels at Albert College Court will be below significance criteria once noise barriers are put in place. (3) As outlined in Table 10.14 of Chapter 10, there will be moderate to significant impacts during the progression of the TBM resulting from ground borne noise and vibration. However this impact will be for such a short duration that it will not require residents to move out permanently (eviction). No other ground borne noise and vibration impacts are predicted during the construction phase. From an air quality perspective as outlined in Table 16.46 there is no potential for significant health impacts arising from dust emissions during the construction phase.</p> <p>Albert College Estate access or Cul De Sac creation and Traffic Chaos making accessibility to the immediate community impossible. Please refer to response (5) above which responds to access arrangements to Albert College Estate during the construction phase. Chapter 11 of the EIAR</p> <p>Diversion of Utilities adding at least 2 additional years to the build</p> <p>Chapter 22 of the EIAR assesses the impact of the proposed Project on Infrastructure and Utilities during the construction phase, with mitigation measures proposed where required. Construction works required to divert utilities have been detailed in Chapter 5 (MetroLink Construction Phase) and Appendix A5.2 Construction Programme including Tunnel Elements. Where there is interaction between the proposed Project and existing infrastructure, the locations of the interactions have been identified and planned for, and therefore the potential for service disruption is limited.</p> <p>Utility diversions and any required strengthening works will most likely be undertaken as part of the Enabling Works, prior to commencement of the Main Civil Works and are included in the construction programme (Refer to Section 5.2.2 of Chapter 5). In some cases, planned service disruptions will be required to facilitate the connection of existing services to the newly diverted services. In such cases, consultation with and cognisance of the requirements of those premises served by the utility will be taken in determining the type, duration and phasing of the planned disruption. The duration of service interruption will be agreed with the relevant utility provider, in accordance with their service level/business requirements, however in most cases the duration of disruption should be no more than a number of hours.</p> <p>A typical construction methodology for the diversion of utilities is provided in Section 5.4.10 of EIAR Chapter 5, MetroLink Construction Phase.</p> |

| Submission No.                                                                                                           |              |                | 001                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                                                                          |              | (10) continued |                                                                               | <p>Station Excavation and Construction</p> <p>As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner.</p> <p>Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The main Collins Avenue Station construction site will be on the east side of R108 Ballymun Road. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Ballymun Road in particular. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Ground borne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in the relevant EIAR chapters and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated. A draft CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors and updated to reflect the conditions of the Railway Order, where an Enforceable Railway Order is granted. This detailed CEMP will be provided to DCC for consultation and approval in advance of any construction works on site. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>Air Quality</p> <p>EIAR Chapter 16, Air Quality, assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Collins Avenue Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements).</p> <p>Once mitigation measures are implemented as outlined in Chapter 16 Air Quality, Section 16.6.1 Construction Phase fugitive emissions of dust are not predicted to be significant and pose no nuisance, human health. The air dispersion modelling assessment for the Construction Phase identifies a generally negligible or beneficial effect on air quality in the vicinity of the proposed Project. Therefore, overall, it is considered that the residual effects are Neutral, Not Significant and Medium-Term.</p> <p>Before commencing relevant works, an Air Quality Management Plan will be prepared and submitted for approval to the relevant local authority, in this case DCC. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site as outlined in the Appendix 16.4 Dust Management Plan. A specific plan will be developed by the contractor for each worksite, including Collins Avenue Station.</p> |

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|                                                                                                                          |                       |          | (10) continued                                                                                                                                | <p>Construction Noise and Vibration</p> <p>Potential impacts associated with airborne noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13, Airborne Noise &amp; Vibration, with mitigation measures proposed where required. EIAR Chapter 14, Ground-borne Noise and Vibration includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage.</p> <p>The assessment of airborne noise and vibration during the construction of Collins Avenue Station includes the consideration of a number of receptors on Ballymun Road including Our Lady of Victories Church, schools and residential properties. Section 13.7.1.1.4 outlines the residual impacts once mitigation measures outlined in 13.6.1 of the chapter are implemented. This section outlines that impacts at all stages of the works except piling works will not be significant (following mitigation). Moderate to significant impacts are predicted at the adjacent church during piling works. This would impact the church only if occupied. The standard working daytime hours are planned for this compound with no evening or Sunday construction activities during which the majority of mass services would be held. Furthermore, TII will work with the church in order to ensure that any planned church activities are not disturbed by excessive noise during this period. Further details of management measures to control airborne noise, are set out in the Construction Environmental Management Plan (CEMP), a draft of which is included in EIAR Appendix A5.1. Should an Enforceable Railway Order be granted, prior to the commencement of any construction works, the CEMP will be updated to include conditions arising from a granted railway order. There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the Construction Phase of a project, however the works will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a). The specific noise mitigation measures (as outlined in Section 13.6.1 of the EIAR) will include the selection of quiet plant, the use of noise control measures at source, restriction of working hours and the use of a 4m high noise screening barrier on the North, East and southern boundaries of the works site.</p> <p>Furthermore, the Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) sets out a procedure for identifying construction noise insulation and temporary rehousing measures to be implemented, if required.</p> <p>Ground borne Noise and Vibration</p> <p>During TBM passage at Collins Avenue Station, there is a predicted noise value of LASmax slightly below 50dB. Receptors within 65m of the tunnel centreline will experience significant ground borne noise for a period of up to two weeks as the TBM passes. A summary of the residual impacts from tunnel boring is presented in table 14.49 (EIAR chapter 14), which predicts significant temporary residual impacts for noise and vibration at Scoil and tSeachtar, Our Lady of Victories and Albert College Court during tunnel boring. Unfortunately, there are no effective methods available to reduce ground borne noise or vibration from the TBM at source, but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM.</p> <p>Flooding</p> <p>The main construction site at Collins Avenue Station is located 1,700m from the Tolka River. Table 18.16 of EIAR Chapter 18, Hydrology, presents the construction and contractor compound sites and bulk fuel storage with subsoil storage involved in the proposed Project. Furthermore, the table provides a summary of the construction and compound sites along the full route together with the planned discharge point (surface water/storm sewer) and the estimated daily rate of discharge to that receiving feature. None of the planned construction or compound sites are located immediately within areas which have potential for fluvial or coastal flooding. Although there is a risk of pluvial flooding all along the proposed route due to insufficient capacity in the existing surface water network. However, it should be noted that the proposed MetroLink station has been designed to incorporate SuDS in the design which means that there will be no increase in runoff due to the proposed project. (Refer to Appendix A18.5 Flood Risk Assessment).</p> |
| 11                                                                                                                       | Albert College Estate | 9        | Approximately 90% of residents voted for a station location in Albert College Park, with the remainder in favour of a location at the Church. | Please refer to response 1 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 12                                                                                                                       | Albert College Estate                                                 | 9        | Exiting the estate is extremely difficult in the mornings with very high levels of traffic on both Collins Avenue and Ballymun Road. It has become worse recently with the changes at Griffith Avenue, traffic can be at a standstill at numerous random times during the day and every day of the week. Further lane reduction will have an extremely negative effect on the ability of residents to access their property. Therefore, should the station location not be moved, we would insist that TII examine alternative options along with the residents of the Albert College Estate for a temporary ‘resident-only’ exit of the estate onto the Ballymun Road and ask that the Inspector includes this as a Condition of the Railway Order.                                                               | Please see response to Item 9 above with regard to predicted long term impacts on local traffic during the operational phase. The outputs of the traffic modelling undertaken to inform the EIAR does not support the assertion that further lane reductions will have an extremely negative effect on traffic. (See EIAR Appendix A9.2 Overall Traffic and Transport Assessment). It is important to note that the implementation of both MetroLink and Bus Connects will provide an alternative to the use of cars and therefore result in a reduction in car usage along the alignment. Nonetheless, TII are keen to explore with residents all opportunities to mitigate potential impacts on Albert College Estate (in dialogue with DCC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 13                                                                                                                       | Our Lady of Victories School                                          | 10       | Alternative car park proposal: If this church location is to go ahead, the only practical alternative parking space available in the area for school drop off would be on the land beside Ballymun Library. This would leave the parents and kids within a 5-minute walk to the schools, and they would only have to cross one major junction, similar to the proposal of TII.                                                                                                                                                                                                                                                                                                                                                                                                                                     | It is acknowledged that parking for school drop offs will be more restricted in the immediate vicinity of the schools during the construction phase. However it is important to state that although parents and students may need to walk a little further, there will be no additional safety risk in place and all road crossings will be fully signalised as currently is the case.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 14                                                                                                                       | Our Lady of Victories School                                          | 12       | We believe that TII did not sufficiently contemplate the impact (Air Quality, Dust, Noise & Vibration, Traffic etc) on the schools as part of the review process and it is clear that their proposed location for the station will create very devastating and serious quality of life issues for the school going population.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to responses 3,5, 7 and 10 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 15                                                                                                                       | Senior Citizens in Albert College Court Assisted Living Accommodation | 13       | The main concerns are threefold:<br><br>1. The major scale and the resultant noise and vibration caused by the excavation equipment that will be deployed to insert the station diaphragm walls which are in very close proximity to these houses.<br><br>2. The extreme proximity of the periphery of the construction site compound located at the main entrance of Albert Court on the church side of the complex. The current compliment of allocated street parking spaces for these residents will be subsumed into the construction site further increasing access issues for these residents.<br><br>3. The very close location of the site exit point where trucks carrying removed spoil from the excavation will leave (up to 20 per day) the site is again uncomfortably close to these housing units. | Please refer to responses 3, 5, 7 and 10 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 16                                                                                                                       | Our Lady of Victories Church                                          | 15       | Potential for structural damage to church.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Buildings and Infrastructure - A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).<br><br>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that Our Lady of Victories Church has been assessed as falling within the 'Slight' category. The building risk categories shown in Table 4.3 of the aforementioned report and the "slight damage" category is described as "Cracks easily filled. Redecorating probably required".<br><br>EIAR Chapter 14, Ground borne Noise and Vibration, presents predicted vibration levels arising from mechanical excavation and blasting. In all cases vibration levels will be maintained within limits that do not cause damage to property. |

| Submission No.                                                                                                           |                                  |           | 001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 17                                                                                                                       | Our Lady of Victories Church     | 15        | Access to the church for various services. Concern raised that this might lead to a permanent church closure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Please refer to responses (5, 6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 18                                                                                                                       | Residents on Upper Ballymun Road | 16        | Given the location of the construction site in such proximity to many properties, it will be necessary that TII must develop a Property Protection Scheme which would involve detailed condition surveys off all properties within a predefined zone and those owners would get a pre-agreed guarantee of protection from any damage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |
| 19                                                                                                                       | Residents on Upper Ballymun Road | 16        | There are already significant traffic management issues in the immediate vicinity of the proposed location, and it is one of the busiest routes to and from Dublin City. Grave concerns exist about the impact on traffic during construction. TII have not given any comfort on how this will be managed and how residents can comfortably continue to go to and from their properties.<br>There are also concerns relating to structural damage to the nearby residential properties caused because of heavy drilling, rock breaking and rock-blasting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Please refer to responses 5, 7, 10, 12 and 16 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20                                                                                                                       | Residents on Upper Ballymun Road | 16 and 17 | The increased levels of airborne dust generated by construction and excavation will be further exacerbated by the expected stagnation of bidirectional road traffic due to flow restrictions caused by lane closures, with an associated increase in traffic pollution caused by a buildup of exhaust fumes There will also be a higher density of heavy construction traffic and machinery in the area adding to the level of pollutants. This added to excessive construction noise and vibrations will seriously impact the residents living anything close a normal life.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Please refer to responses (5, 10) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21                                                                                                                       | Residents on Upper Ballymun Road | 17        | Flooding is also a major issue in the area and this is most likely as a result of the River Wad, which is located underground to the rear of houses and near the schools on the Ballymun Road, being no longer able to take the run-off of surface water following any heavy rain downfalls/deluges.<br>We have real concerns that that the extremely high water-table coupled with a dig of at least 23m in depth in close proximity to the underground River Wad would cause a change in water flow direction thereof further undermining house foundations.<br><u>We do not believe that this flooding situation has received any proper consideration in the choice of station location.</u> Water table considerations must be studied to understand the possibility to have flooding events, the quality of the water during the use of construction materials and the settlement induced by the changing water levels both during and after the works. A surface and groundwater monitoring plan must be developed and approved in order to check the hydrological factors in real time for both the construction phase and longer-term during operations.<br>It is necessary to evaluate the changing of the water table levels and the possibility of surface flooding. | Please refer to response (10) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| 22                                                                                                                       | Residents on Upper Ballymun Road                                                                    | 17       | (Post Construction) there are further concerns attracting unwelcome attention and undesirable characters and anti-social behaviours. These residents are only a few meters from the station and will undoubtedly face significant post construction noise and disturbance late into the night as passengers and indeed revellers enter and leave the station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | One of the outcomes of the high quality architectural and urban realm design is to discourage anti-social behaviour. The station and the area surrounding the station has been designed to provide an attractive and well lit urban environment with open sight-lines, and avoidance of areas where individuals and groups of people can hide. Any vandalism or anti-social behaviour in and around the stations will be observed through a comprehensive CCTV (Closed Circuit Television) system which is controlled from the Operational Control Centre (OCC). On the rare occasion that anti-social activity occurs, security staff and/or Gardai will be quickly notified so as to allow for a speedy response. The provision of CCTV systems will also act as a significant deterrent to any anti-social behaviour as any incidents will be recorded and this evidence will be issued to An Garda Siochana. See EIAR Ch 4 Section 4.6.3.7 & also 4.9.1 on safety processes |  |
| 23                                                                                                                       | Commuters to and from Dublin City                                                                   | 18       | Grave concerns exist about the impact on traffic during construction. TII have not given any comfort on how this will be managed and how commuters can comfortably use this route to go about their business. Furthermore, under the Bus Connects project, the NTA propose to facilitate parking on Ballymun by reducing the Northbound Road from the existing 2 lanes for traffic plus a bus lane to 1 lane for traffic plus a bus lane. In light of the issue outlined above there seems to be no common sense to this proposal, and it will only further exacerbate the issues with Metrolink.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Please refer to responses (5, 9, and 10) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 24                                                                                                                       | Alternative Location                                                                                | 19       | During the previous Metro North proposal in 2007 the RPA at that time suggested a number of possible station locations including two park-based options. We are strongly of the opinion that there is merit in examining and considering a variation on what in 2007 the RPA proposed as Option 4 'Underground station at the North-West corner of Albert College Park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 25                                                                                                                       | Comparison between the proposed Collins Ave Station and the previous Griffiths Park Station designs | 26       | There are a number of common denominators between the two locations. Both are sensitive receptors due to the presence of (three) schools at each location as well as having an impact on sporting /green amenities. In addition, Collins Avenue station has the added negative effect on those groups mentioned previously. We believe that stakeholders in our catchment area, particularly children and parents at OLV schools, senior residents at Albert College Court, churchgoers, Ballymun Road and Albert College Estate residents are no less deserving of the same considerations which were largely based on concerns relating to safety and environmental impacts, as was afforded to stakeholders in the Griffith Park station catchment area. Station relocation was clearly seen as the correct and only action to take at Griffith Park and we believe that given the similarities between the two sites, the same actions are justified at the Collins Avenue station which is after all just one kilometre further up the road. | Please refer to responses (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 26                                                                                                                       | Requirement for an Intervention Shaft:                                                              | 28       | If Albert College Park is the revised location of the station an alternative location for the ventilation shaft is also proposed. We propose that the new location for this ventilation shaft should be moved north of the Collins Ave junction, between the Dentist and Ballymun Library.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | An alternative location for an intervention/ventilation shaft north of Collins Avenue is not included for in the RO Application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| 27                                                                                                                       | Conclusion   | 31       | We submit that accommodation of everybody's interests can and should be achieved by a well-designed park-based solution which allows the most judicious and economic use of the parkland. We feel this will serve both the interests of those patrons of OLV Schools and Church, Local Residents and indeed commuters from outside the area, who could all potentially suffer a significant loss in their quality of life and their enjoyment of their properties if the wrong decision is taken. | TII have set out in the above responses the rationale for the proposed location of Collins Avenue Station and hence the need for an intervention shaft south of the proposed Collins Avenue Station, including the preferred location for this shaft in Albert College Park, and the environmental mitigation measures that will be employed to mitigate temporary environmental impacts, including traffic management and access, noise and vibration and air quality. |
| 28                                                                                                                       | Appendix     | 32       | Reference is made to RFI 6 from RINA to TII dated 8 February 2022.                                                                                                                                                                                                                                                                                                                                                                                                                                | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



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| Objection to the Metrolink: Submission by Town Newton and Caitríona McClean, 6 Weston Avenue, Weston Park, Lucan, Co. Dublin, K78 YA39 A.C.R.A (Association of Combined Residence Association) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 1                                                                                                                                                                                              | Letter       | 1        | We object to the proposed MetroLink on the basis that there is a better alternative which can be delivered quicker with less environmental disruption, and with far greater impact in reducing car usage. This alternative would serve a much wider population, and would represent a greater value for public money.                                                                                                                                                                                                                                                                                                                                                                                                       | EIAR Chapter 7, Consideration of Alternatives presents in detail the alternative transport options that were analysed to serve the Fingal/North Dublin Corridor. The options assessed included for heavy rail, light rail and Bus Rapid Transit (BRT) options, as well as potential combinations of options. These options were assessed in a two-stage analysis, based on feasibility of the option and on the consideration of whether the scheme meets the fundamental Project objectives by serving Swords, Dublin Airport and the city centre. A Multi-Criteria Analysis (MCA) was undertaken having regard to Environment, Economy, Safety, Accessibility, and Social Inclusion and Integration. This assessment identified an Optimised Old Metro North as the best medium and long-term transport project for the Greater Dublin Area. The reasons for this choice are presented in EIAR Chapter 7, Consideration of Alternatives, section 7.3.2.                                                                                                                                                 |  |
| 2                                                                                                                                                                                              | Letter       | 1        | Because of the MetroLink's location in a small sprawl city most users will have to use public transport to get to the MetroLink bringing them into an already congested part of the city in a radial pattern, wasting vital capacity. The MetroLink is not an effective tool in reducing car usage for this very reason.                                                                                                                                                                                                                                                                                                                                                                                                    | EIAR Chapter 7, Consideration of Alternatives presents in detail the alternative alignments and locations that have been considered for the Project, and how the preferred route has been identified in line the with Transport Strategy for the Greater Dublin Area.<br><br>Transport modelling has been undertaken in a variety of growth scenarios, identifying a significant positive impact on reducing car usage. As detailed in EIAR Chapter 9, Traffic and Transport, notable reductions in traffic flow will be seen along key routes south of Dublin Airport, including along the M50 Motorway, and along most radial routes into Dublin City Centre. National roads such as the N11, N7, N4, M3 and M2 also see reductions in traffic flows when the proposed Project is in place. Across the modelled scenarios, a reduction of over 15,000 car trips occurs during the 12 hour period (07:00-19:00) is seen along the alignment.                                                                                                                                                             |  |
| 3                                                                                                                                                                                              | Letter       | 1        | If the MetroLink was built, the city would need another double rail track from Malahide next to the existing Dart line to the city centre as well as an underground Dart to Heuston station. Even this huge capital expenditure would still have a minimal effect on car usage due to its location.                                                                                                                                                                                                                                                                                                                                                                                                                         | Whilst designed to provide a fully integrated transport system, MetroLink is a standalone major public transport project proposed under the Transport Strategy for the Greater Dublin Area. As such, any changes to the DART network will be considered through its own planning process.<br><br>Please refer to Response (2) above regarding the impact of MetroLink on reducing car usage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 4                                                                                                                                                                                              | Letter       | 1        | If the MetroLink was built as far as Charlemont, it would put massive pressure on the existing Sandyford line for the MetroLink to extend underground to Sandyford. The consequences would be having an underground and overground rail system on same route from Sandyford to the Airport, servicing only a fraction of Dublin. The rest of Dublin and adjoining counties would have to wait many decades to get serviced or may not at all, due to large amount of resources that have already been expended on the MetroLink. The MetroLink is not an efficient use of public money, and in fact it would delay a transport solution for the vast majority in the greater Dublin area. We strongly object on this basis. | As detailed in EIAR Chapter 9, Traffic and Transport, a review of the total capacities on the existing public transport network has been undertaken. The model indicates that in 2035 (predicted Project Opening Year), if MetroLink was not in place, the Luas Green Line (south of Charlemont to Sandyford) would be operating 'under capacity'. When MetroLink is in place, the model does indicate an increased usage of the Luas Green Line, however the service will continue to operate with sufficient capacity remaining.<br><br>Also as outlined in response (4) above and in EIAR Chapter 3, Background to the MetroLink Project, MetroLink, BusConnects and DART+ have been developed as independent standalone projects, whilst also being designed as part of a fully integrated transport system. Therefore, the delivery of MetroLink will not preclude service provision to other areas in Dublin or the adjoining counties. Other transport projects have been identified in the Transport Strategy for the GDA 2022-2042, and these will not be impacted by the delivery of MetroLink. |  |
| 5                                                                                                                                                                                              | Letter       | 1        | Our organisation A.C.R.A. (Association of Combined Residence Associations) has come up with such a plan, the Newton Transport Plan, that meets most of the requirements of the Capital to operate successfully while addressing the aforementioned problems. The Newton plan is a fully integrated plan linking up all areas and incorporating all forms of public transport and accommodating active travel. The plan incorporates a common theme of orbital design as opposed to the traditionally used radial concept which brings all passengers into the centre and out again causing unnecessary congestion and consequent delays.                                                                                    | Please refer to Response (1) above regarding the consideration of alternative transport options. EIAR Chapter 7, Consideration of Alternatives, presents in detail the assessment undertaken to determine MetroLink as the preferred option.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

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| Item No.                                                                                                                                                                                       | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| 6                                                                                                                                                                                              | Letter       | 2        | <p>The Newton Orbital Luas: This plan is designed to takes users directly to all parts of the greater Dublin area with flexibility and has many advantages over the car. The Orbital Luas opens up huge possibilities for housing development. Transport and housing must be planned in conjunction and the Newton Orbital Luas creates the potential for combined planning. The MetroLink in contrast offers very little opportunity for new housing as the plan serves a very developed space which is already well served by housing and transport.</p>                                                                                                                                                                                                                                                              | <p>Please refer to Response (1) above with regard to the consideration of alternative transport options. EIAR Chapter 7, Consideration of Alternatives, presents in detail the assessment undertaken to determine MetroLink as the preferred option.</p> <p>As detailed in EIAR Chapter 3, Background to the MetroLink Project, compact growth will be achieved by the proposed Project along the Swords, Dublin Airport and City Centre corridor as it will provide the high-capacity transport system that will support compact development. This increased public transport capacity will support the development of much needed housing provision at a higher density, and thus will allow the benefits of compact growth to be realised.</p> |  |
| 7                                                                                                                                                                                              | Letter       | 2        | <p>The Newton Orbital Luas has the potential to reduce car numbers by up to 80% and can be completed quickly. It is a cost-effective attractive solution to the deficit in public transport. (See figure 1)</p> <p>Additional Luas: The plan creates two additional Luas lines into city centre (Lucan Luas and Rathfarnham Luas) and has other areas serviced by extending existing Luas lines.</p> <p>The G-Link: By linking up the Luas in the city centre in an inner orbital ring, it can take all users in the city centre to within walking distance of their destination. (See figure 2)</p>                                                                                                                                                                                                                    | <p>Please refer to Response (1) above with regard to the consideration of alternative transport options. EIAR Chapter 7, Consideration of Alternatives, presents in detail the assessment undertaken to determine MetroLink as the preferred option.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 8                                                                                                                                                                                              | Letter       | 3        | <p>Rail: The G-link Luas described above maximises rail use because it has the potential to accommodate all users arriving at Dublin's train stations, even if train numbers were doubled. Crucially, by building the missing section of rail from Blanchardstown to Donabate via Dublin Airport on the edge of M50, the Newton Plan links up the full rail network in Dublin. This gives direct access to Dublin Airport to everyone arriving in Dublin by train without having to go through the city centre. It also creates a direct Cork to Belfast rail link. This allows for the number of trains into Dublin to more than double and for a trebling of trains on the Belfast line. There are also more country rail lines in the plan. (See figure 1)</p>                                                       | <p>Please refer to Response (1) above with regard to the consideration of alternative transport options. EIAR Chapter 7, Consideration of Alternatives, presents in detail the assessment undertaken to determine MetroLink as the preferred option.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 9                                                                                                                                                                                              | Letter       | 3        | <p>City Centre Bus: A contraflow loop interchange plan on the Quays. This addresses the over one hundred (100) flaws in the city centre, the simple solution is a bus contraflow along the river. Details of this have already been submitted to Dublin City Council (see figure 3).</p> <p>Buses Outside the City:<br/>There are two bus orbitals on Dublin's outskirts.<br/>1. The CORE bus loop on the M50, with main Interchange at Liffey Valley. This orbital loop links all outlying estates to each other.<br/>2. The Outer orbital on the outskirts which is a new concept to maximise bus use with a high frequency.</p> <p>Country Bus Loop: This is a bus loop to maximise bus use into Dublin for up to 100 kilometres.</p> <p>The NTA have been made aware of the Newton Plan but have not responded.</p> | <p>Please refer to Response (1) above with regard to the consideration of alternative transport options. EIAR Chapter 7, Consideration of Alternatives, presents in detail the assessment undertaken to determine MetroLink as the preferred option.</p> <p>The referred to Newton Orbital Luas Plan does not form part of the GDA Strategy, TII are not party to communication between NTA and ACRA.</p>                                                                                                                                                                                                                                                                                                                                         |  |

| Submission No.                                                                                                                                                                                 |              |          | 002                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 10                                                                                                                                                                                             | Letter       | 4        | We object to public money being spent on the MetroLink and ask that ABP refuse permission to proceed on the basis that the MetroLink is wasteful and does not address the climate change crisis in an adequate manner. It does not provide public transport in an acceptable time frame for the greater Dublin area but serves only a small section in an inefficient manner that will give rise to further spending, disruption and delays. | <p>TII strongly refute that MetroLink is wasteful. To ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Codes requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>EIAR Chapter 7, Consideration of Alternatives outlines the robust decision making process that has led to the proposed Project, which has included the consideration of costs and anticipated monetary benefits. As detailed, the preferred option was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio.</p> <p>EIAR Chapter 3, Background to the MetroLink Project details how MetroLink will contribute to the achievement of numerous climate action goals, through the delivery of both a sustainable mobility solution to reduce carbon emissions, and sustainable design. Analysis of the Project's potential impact on climate are presented in Chapter 17, Climate.</p> <p>TII confirm that the Project will be expedited as quickly as possible in accordance with the necessary planning approvals being in place and Government policy and direction.</p> |

| Submission No.                                                                                                                                                                                 |              |          | 002                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 11                                                                                                                                                                                             | Letter       | 4        | We ask ABP to require the NTA to look at alternative plans in a transparent manner in keeping with EU legislation. | <p>TII are of the view, for the reasons set out by the above responses, and as evidenced by the detail presented by EIAR Chapter 7, Consideration of Alternatives, that alternative transport options have been considered in a transparent manner and appropriately assessed in accordance with EU legislation before selecting the proposed MetroLink project as the preferred option.</p> <p>Further, and as noted above, MetroLink will address transport challenges within the Greater Dublin Area. The proposed Project 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 EIAR 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 2021, 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>Attention is also drawn to Chapter 4, Description of the MetroLink Project that confirms the overall project objective for the proposed Project, as established by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), and as informed by planning policy context, MetroLink, is to 'provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. (National Development Plan 2021-2030, Box 9.1).</p> <p>The proposed Project will also improve the performance of the public transport and road networks in North Dublin, including the critical Dublin-Belfast trade corridor, and the supporting infrastructure for Dublin Port and Dublin Airport. By creating a new transport mode choice for passengers, the proposed Project will enhance regional and international connectivity and help optimise the transport network. EIAR Chapter 9, Traffic and Transport, presents an analysis of the capacity of existing public transport corridors, indicating that many of the other bus corridors are currently operating well over its capacity, and therefore an alternative solution is required to accommodate demand.</p> <p>Further, EIAR Chapter 7, Consideration of Alternatives presents in detail the robust decision making process that has led to the proposed Project, including alternative alignment options and feasibility assessments of cost, amongst other considerations. The proposed Project has been designed to ensure maximum interchange with other modes of transport, leading to positive impacts reaching far beyond the alignment through direct connections to both the heavy rail and Luas networks.</p> |

| Submission No.                                                                                                                                                                                                                 |              |          | 003                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                                                                                                         |              |          | Aidan Cyril Forde (Cordarragh, Brighton Road, Foxrock) - submitted by Magahy Broderick Associates Structural Civil & Environmental Engineers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 1                                                                                                                                                                                                                              | Observation  | 1        | TII wish to thank you for your submission. Responses where relevant are provided below in (3) and (4).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII wish to thank you for your submission. Responses where relevant are provided below in (3) and (4).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2                                                                                                                                                                                                                              | Observation  | 2        | <p>We have obtained some information from McCrae's Consulting Engineers archives in relation to the foundations of the building and can confirm that secant piles (750-900mm diameter) were used around most of the perimeter of the building. The piles used were cast in situ concrete bored piles and were in the region of 8.5 to 9.5m deep. The basement slab level is c. 4m below the finished ground floor level, with the underside of the car lift pits a further 2m below the finished basement level.</p> <p>The accompanying documentation states that the tunnel can deviate up to 15m laterally, 15m vertically down and 5m vertically up. We estimate that in the event of the tunnel deviating 5m upwards the top of the tunnel would be c. 7m from the assumed bottom of the piles for our client's building. Figure 1 below is a sketch of our clients building with the possible proposed tunnel routes shown. (See PDF )</p> | TII thanks you for the information provided. Please refer to responses (3) and (4) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3                                                                                                                                                                                                                              | Observation  | 3        | <p>The piles are installed down to the level of the limestone bedrock and we have concerns that vibration from tunnelling could affect our clients foundations if the final chosen location of the tunnel is too close to the bedrock the piles are bearing onto.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>With regard to the proximity of your basement piles to the tunnels and the impacts of vibration on your structure, EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne vibration levels during the construction phase of the project for 10/11 Leinster Street South:</p> <p>The predicted level of groundborne vibration during TBM passage is 0.248 ms-1.75 day and 0.208 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</p> <p>It should also be noted that there is no other mechanical excavation nor blasting at this location, resulting in no impact on the building.</p> <p>With regard to settlement induced by the tunnelling operations your buildings have been assessed as being within the "negligible" damage category and hence no significant impacts are anticipated. This is as detailed in EIAR Appendix A5.17.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> |



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| Organisation Name or Name of Submitter                                                                                                                                                                                         |              |          | Aidan Cyril Forde (Cordarragh, Brighton Road, Foxrock) - submitted by Magahy Broderick Associates Structural Civil & Environmental Engineers                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 4                                                                                                                                                                                                                              | Observation  | 3        | We request that a detailed schedule of condition be prepared by the applicant prior to commencement of the works and vibration and noise monitors are installed in line with current best practice. | <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that limits in the EIAR are not breached. TII would also draw attention to the fact that residential properties within 50m of the station excavation, or 30m of the tunnel are eligible to subscribe to the Property Owners Protection Scheme (POPs) which includes for pre and post-construction condition surveys and repair of damage. The Property Owners' Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>Appendix 5.1 of the EIAR contains an outline Construction Environmental Management Plan (CEMP) which outlines the proposed approach to noise and vibration monitoring during the construction phase in Table 6.2. A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> |

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| Submission No.                                                                                                                              |                        |          | 004                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Organisation Name or Name of Submitter                                                                                                      |                        |          | Aine Wellard (25 Townsend Street)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                                    | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Submission to An Bord Pleanala on Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022], Case reference: NA29N.314724 |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                                                                                                                                           | Observation / Concerns | 1        | I reside in one of the Dublin City Council homes marked for demolition and I use the swimming pool in Markievicz Leisure Centre. I have applied to the Irish Human Rights and Equality Commission for legal assistance and representation at any oral hearing of the Railway Order application so that my submission can be reasonably considered.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII will address the issues raised by your representatives at the Oral Hearing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2                                                                                                                                           | Observation / Concerns | 1        | <p>I am blind and my home and community provide me with a quality of life not easily replicated elsewhere. As a blind person, I have a navigational knowledge of the local environment and landscape which I have acquired over 40 years. I find swimming extremely beneficial and having a public pool in close proximity to my home has been a vital facility.</p> <p>In recent years I went to great personal expense to adapt my home on Townsend Street to my needs, which I cannot afford to do again. And without these adaptations, I could not live safely and comfortably in any new home.</p> <p>And I will lose all this if my home is demolished and I am relocated elsewhere in the city. In addition, as a visually impaired person I am dependent on local services which will not necessarily be available in a new environment.</p> | <p>TII acknowledge the concerns you have around the demolition of your home and the Markievicz Leisure Centre. Mitigation for the loss of the College Gate apartments is being addressed as part of the Project with the support of Dublin City Council DCC). As the property is in the ownership of DCC, TII will work with DCC to ensure suitable alternative housing is provided in advance of the commencement of construction activities.</p> <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> |

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| 3                                                                                                                                           | Observation / Concerns | 1 and 2  | <p>I feel that affected residents have been provided with no satisfactory evidence that demolition of the Townsend street apartments is unavoidable, and that our voices have been largely ignored by the Metrolink project and Dublin City Council.</p> <p>MetroLink's own Environmental Impact Assessment Report describes the impact of the proposed location for Tara station as 'significant':</p> <p><i>"The loss of a number of residential buildings required to build the Option 0 will result in a significant environmental effect and will require the rehousing of all the residents of these units. In addition, the loss of the Markievicz leisure centre will impact on the local population as it serves as the only public swimming pool in this area ".</i></p> | <p>Please refer to Response (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>EIAR Chapter 7 (Consideration of Alternatives) and Appendix A7.2 Tara Street Station Report detail the alternative options that were considered for the location and type of the Tara Street station to try and address concerns raised relating to the demolition of the College gate apartments and the Markievicz leisure centre. In total, 11 alternative options for Tara Station were considered and evaluated before determining that the proposed location provided the optimal solution.</p> <p>Of the alternate options considered, a mined station option at Tara was identified as a potential solution to avoid the demolition of the College Gate building, whilst retaining the required ease of interchange with the adjacent Dart station. However, TII do not consider this option would provide an effective resolution to the residents’ concerns or the wider project requirements for the following reasons:</p> <p>- A mined tunnel option would require two large cut and cover shafts to be constructed at either end of the platform cavern to provide construction access for mining the tunnel and to subsequently provide permanent access, ventilation and back of house facilities for the operation of the station.</p> <p>Mining of the cavern would need to be undertaken 24 hours a day, 7 days a week to ensure the safety and security of the works and to ensure the cavern was completed prior to the required passage of the tunnel boring machine. Alternative 12-hour working would introduce significant programme extension and unacceptable cost escalation as well as requiring additional work to secure the safety of the working face at the end of each day.</p> <p>The mined tunnel option would have the following specific impacts on College Gate residents:</p> <p>- Due to mining of the cavern, which would include drill and blast, it would generate a level of groundborne vibration and noise that would make the College Gate apartments uninhabitable.</p> <p>- There would also be noise and construction disturbance due to the initial adjacent demolition works and shaft construction by the apartment block. Although this work would not be undertaken on a 24-hr basis it would cause significant daytime nuisance to residents.</p> <p>- TII estimate that to avoid the significant costruction impacts on residents relocation would be required for a period of up to 2 years.</p> <p>TII also note the following concerns that do not support the use of a mined tunnel at this location. During construction:</p> <p>- Mined construction is significantly more complex and challenging to manage than a cut and cover option that uses diaphragm walls and propping to provide ground support before excavation commences.</p> <p>- There is a risk that the rock quality/stability above the cavern may require the tunnel/platforms to be made deeper, increasing construction costs, and subsequently affecting ease of passenger access during operation of the metro.</p> <p>- There are increased risks of programme delay and cost increases if issues occur during mining of the cavern (eg groundwater inflows, harder or poorer quality rock or building damage to College Gate due to vibrations or settlement requiring a change in construction process).</p> <p>- Phasing of construction activities would be constrained by the more limited construction working space available compared to the proposed station box construction leading to a longer construction period overall.</p> <p>During operation:</p> <p>- A mined station option would not provide the high-quality operational station that achieves the MetroLink architectural vision of providing passengers with a feeling of space and light as they quickly and easily navigate the station.</p> <p>- There would be a poorer passenger experience, for wayfinding, and accessibility. Access to/egress from the platforms would only be via the platform ends, resulting in inefficient passenger end loading of platforms and also trains as a result of passengers managing their exit from the station.</p> <p>- The mined tunnel would require increased ventilation requirements compared to the other underground stations along the route, requiring additional ventilation plant and space requirements to be provided.</p> <p>- A mined tunnel would introduce different requirements for emergency access and passenger egress in order to meet fire safety requirements and would need Dublin Fire Brigade approval.</p> <p>TII further note that:</p> <p>- Tara Station will be one of the busiest stations on the metro and retention of a high-quality station in keeping with the MetroLink architectural concept is very desirable.</p> <p>- 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 unit.</p> <p>- The proposed Project retains opportunity for future adjacent development by others.</p> |

| Submission No.                                                                                                                              |                        |          | 004                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 4                                                                                                                                           | Observation / Concerns | 2        | <p>To help mitigate against these effects, the Report promises Metrolink will ensure, in part, that:</p> <p><i>"Clear communication channels are opened with property owners to ensure there is a clear understanding of the process " and "TII will work closely with Dublin City Council to provide an alternative to the Markievicz Leisure Centre ."</i></p> <p>However, as a blind person I was left uninformed because, originally we were not notified about public consultation, and subsequently notifications to me appeared in printed format rather than braille, as I had requested. And, in fact, the statutory period of Public Consultation came and went and most local people were unaware that it had even taken place.</p> | <p>EIAR Chapter 08 Consultation (specifically section 8.3.5.5) details the consultation that has taken place with residential property/landowners and residents associations. The Project Team is acutely aware of the potential impacts of the proposed Project to residential property/landowners (and residents associations) in this area in particular, and as a result further engagement was undertaken to allow these stakeholders time to consider the proposals. Consultations took place with all owners of properties and lands which are affected by the proposed Project. During the non-statutory public consultations phase TII represenatives met Ms Wellard on a number of occassions to discuss her specific concerns , further meetings were convened with Ms Wellard post submission of the Railway Order and the conclusion of the staturoy consulatation stage.</p> <p>Appendix A8.19 notes that 5 meetings were held with Townsend Street DCC tenants throughout 2019, 6 of which are due to be affected by the demolition works and who have lived there for between 20-30 yrs. In preparing the application for Railway Order, the Project Team has consulted with the public and stakeholders in accordance with the following legislative, best practice and planning practice requirements in line with the Aarhus Convention, Consolidated EIA Directive Requirements and requirements of national law. To facilitate public participation, a range of communication materials were generated during each period of non-statutory public consultation, including accesseible materials such as braille maps.</p> <p>Ms Wellard raised concerns about the accessibility of the RO application documents on 23 October 2022, seeking a Braille copy of the Non-Technical Summary (NTS) and a tactile version of relevant drawings. TII commissioned a Braille version of the NTS on 7 November 2022 and provided same to Ms Wellard in advance of the end of the consultation period, but had difficulty in getting the tactile drawings produced and printed. A supplier was found and the tactile drawings ordered in December 2022, proofs were received and reviewed on 16 January and the final drawings were received and sent to Ms Wellard in February.</p> <p>TII regrets that it could not supply the tactile drawings during the statutory consultation period despite its best efforts. Ms Wellard can raise any issues arising out of her review of the tactile drawings at the oral hearing and TII will offer her all reasonable assistance to enable her participation in the statutory process.</p> |
| 5                                                                                                                                           | Observation / Concerns | 2        | <p>And the promised alternative to the Leisure Centre is dependent on Dublin City Council being able to provide a suitable site, which - given the demand for and value of land in the city centre - is likely to be somewhere on the outskirts.</p> <p>In light of all of this I request that An Bord Pleanala refuses approval for the Metrolink project or, alternatively, makes it a Condition of the approval that the location of the Tara station be reworked.</p> <p>I believe that the planning and decision making of Dublin City Council and TII are worthy of vigorous investigation given the burden they are asking local residents to carry.</p>                                                                                | <p>Please refer to response (2) in relation to the identification of an alternative site for the Markiewicz Centre by DCC.</p> <p>Please refer to response (3) in relation to the alternative options considered for the Tara Street Station, and the reasons why the proposed location has been identified as the preferred option.</p> <p>A station at Tara Street provides good interchange opportunities, serves important key trip attractors such as Trinity College, O’Connell Street shopping areas and the the Internation Finance Centre 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>TII recognise that the construction of the MetroLink scheme will impact significantly on local residents , buisnesses and other important stakeholders and sincerely regrets that homes will be lost during the construction of the scheme. However as Dublin’s public transport network grows through the implementation of higher capacity bus routes, light rails services and higher frequency rails servcies it is critically important that to achieve the full benefits and capitalise on these investments. to realise these benifits it is necessary that that they are integrated fully where appropriate to attain “the network effect”. This can be achieved by locating the metrolink station at Tara Street. 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| 6                                                                                                                                           | Observation / Concerns | 2        | <p>Please send any responses in braille with the following instructions to the braille transcriber:</p> <p>1. Please use non-UEB braille, i.e. SEB.</p> <p>2. Write on only one side of the page.</p> <p>3. Use approximate A-4 sized paper and not the very large 3cm x 30cm.</p> | <p>Noted, we will ensure that TII's responses to submissions are available in braille.</p> |



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| Organisation Name or Name of Submitter                                                                                                                                                                |                                                  |          | Alstead Securities (Ashford House, Tara Street, Dublin 2)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Case Reference: NA29N.314724, Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Submission on behalf of Alstead Securities in relation to Ashford House, Tara Street, Dublin 2 |                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 1                                                                                                                                                                                                     | Cover letter                                     | 1        | This submission follows two earlier submissions to MetroLink consultations dated 11 <sup>th</sup> May 2018 and 21 <sup>st</sup> May 2019. These submissions sought the omission of the proposed Metrolink works at the Ashford House site from the proposals in its entirety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 2                                                                                                                                                                                                     | Cover letter                                     | 1        | <p>In summary, it is considered that the proposals for MetroLink so far as they relate to the area surrounding the proposed Tara Street Station fails to respond to national, regional and local planning policies and fail to capitalise on the benefits which MetroLink will bring to the area.</p> <p>The current proposals would create a large, underused plaza with little amenity value. It is considered that there is potential for development above the proposed MetroLink. This would retain employment floorspace close to excellent transport links and provide commercial activity which would enliven the proposed plaza.</p>                                                                                                               | <p>The existing station design will deliver a public plaza over the station box creating an attractive public space in a part of the city where there is a shortage of such spaces. The creation of the new public plaza at the location is in line with local policy objectives as set out in the Georges Quay LAP. This plaza design does not preclude 3rd party developers further developing the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 3                                                                                                                                                                                                     | MetroLink Proposals in relation to Ashford House | 4        | <p>As shown, an area marked 'Proposed Future Development By Others' over washes Alstead Securities landholding as shown in blue on Figure 4. This area of 'Proposed Future Development by Others' comprises c. 840m<sup>2</sup>. It is an irregular parcel of land and its development for a viable new building is severely compromised by the shape and configuration of the parcel of land left over after the Metrolink proposals.</p> <p>In addition, the Metrolink proposals include a number permanent structures at ground floor / surface level of the future of the future development site, including for example a fireman's lift. This is a very poorly considered arrangement and will severely impact development potential of the site.</p> | <p>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.</p> <p>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. TII notes the comments made in this submission and will consider whether they can be accommodated within the Railway Order design.</p> <p>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 this or other sites above and in proximity to the alignment in future.</p> |  |
| 4                                                                                                                                                                                                     | Submission                                       | 7        | However, it is considered that the proposals, insofar as they relate to the Tara Street area, are poorly considered and will have significant negative long term impacts on our client's property, fail to improve the area, and fail to meet relevant planning policies and objectives which promote compact growth.                                                                                                                                                                                                                                                                                                                                                                                                                                       | The Proposed Project which is a high capacity public transport mode strongly supports the concept of 'compact growth' through facilitating the development of compact, connected places along a strategic corridor of development which is set out in relevant National, Regional and Local policy. The Proposed Project has considered the potential to deliver high density urban development on the sites that adjoin the plaza.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 5                                                                                                                                                                                                     | Submission                                       | 7        | MetroLink, as proposed, does not appropriately recognise the potential for integrated higher density development at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Refer to Response (2) and (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 6                                                                                                                                                                                                     | Submission                                       | 8        | National, regional and local policy, as set out above, clearly encourages intensification of employment and other uses around public transport routes. The policies are very clear in encouraging intensification along the MetroLink lines to take advantage of the new infrastructure. The proposals fail to encourage significant development in line with these policies.                                                                                                                                                                                                                                                                                                                                                                               | The proposed Project directly contributes to delivering intensification of employment and mixed used development along its corridor. Connecting and integrating with the public transport network and employment hubs in the county, the Proposed Project connect major employment areas across the region.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |

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| Submission No.                                                                                                                                                                                        |              |          | 005                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| Organisation Name or Name of Submitter                                                                                                                                                                |              |          | Alstead Securities (Ashford House, Tara Street, Dublin 2)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Item No.                                                                                                                                                                                              | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| Case Reference: NA29N.314724, Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Submission on behalf of Alstead Securities in relation to Ashford House, Tara Street, Dublin 2 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 7                                                                                                                                                                                                     | Submission   | 8        | <p>Further to this, the creation of a public plaza at this location has not been well considered. The plaza will be overshadowed by neighbouring buildings resulting in a lack of sunlight, and will not offer positive public realm as the majority of users of both the DART and MetroLink Stations will pass through the area quickly to access transport. Opportunities for commercial development feeding into this square, both from retail/food and beverage at ground level and from offices at upper floors, has not been considered. New public plazas should be carefully planned with future users in mind; it is considered that this plaza has been created as a result of a left-over area of land and will offer little by way of public amenity. The creation of this plaza is by virtue that it is easier for the MetroLink project to have nothing above the station than to give detailed consideration to the function of this area which would result in a better outcome for all.</p> <p>If, as proposed, the lands are subject to CPO as part of the Railway Order, it is not considered that the creation of this plaza represents a good return for the people of Ireland in terms of public realm, the opportunity missed to provide well connected employment floorspace or the potential commercial return for the Exchequer should this area be more comprehensively developed.</p> <p>There is significant potential for more substantial development over the proposed MetroLink Station. This would allow for a significant amount of employment floorspace in very close proximity to both the DART and MetroLink.</p> | <p>The proposed Tara station has been designed to allow all passengers enter and exit the station quickly, efficiently and safely with interchange with the existing DART station key to the proposed location of this station. With this functionality as the key driver of the station design, world renowned architects Grimshaw have designed a station and plaza to the highest architectural standard that will serve this area of the city well by providing a high quality plaza at this city centre location.</p> |  |
| 8                                                                                                                                                                                                     | Submission   | 8        | <p>Alstead Securities Ltd have engaged RKD Architects to undertake a study of the potential for development at Ashford House alongside the proposed Tara MetroLink Station. The Draft Concept, prepared by RKD, is enclosed with this submission.</p> <p>The Draft Concept outlines the potential for the development of a commercial building above the proposed MetroLink station, on the site of Ashford House (Figure 5 and enclosed).</p> <p>The provision of increased office space would accord with planning policy which encourages commercial development close to sites with good public transport connections and public transport interchanges.</p> <p>This would also create an improved public plaza to the southeast which would benefit from increased commercial activity feeding into it (Figures 6 and 7).</p> <p>We have considered the operational and structural considerations of the proposed MetroLink project. RKD have worked considerably on similar schemes and have fully accounted for the extract and intake vents and fire access required to facilitate the MetroLink Station (Figure 8). These can all be provided in the Alternative Proposal as set out in the RKD document.</p> <p>This letter is also accompanied by a Technical Review prepared by DBFL Consulting Engineers. This review fully considers the proposed station and demonstrates how the proposed development above the station can be delivered. The review demonstrates that there are no structural reasons why lands above the station need to be sterilised.</p>                                                                            | <p>Please refer to Responses (2) and (3) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 9                                                                                                                                                                                                     |              | 11       | <p>The permitted scheme should accommodate development above the MetroLink station. This would better achieve the aims and objectives set out in policy to promote development at sites with excellent public transport links.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Please refer to Responses (2) and (3) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 10                                                                                                                                                                                                    |              | 11       | <p>Development should be allowed in advance or alongside the MetroLink construction stage so as to not sterilise the owner's lands. Appropriate protection for the proposed MetroLink scheme can be incorporated in the development above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Refer to Response (3) above. However it is important to note that the Railway Order application for this proposed development is for the infrastructure required to deliver Metrolink only and cannot include for 3rd party commercial developments. If a third party obtains permission for an oversite development TII will work constructively with them to agree appropriate commercial terms of the acquisition of the air rights and the terms of interface with the MetroLink project.</p>                       |  |
| 11                                                                                                                                                                                                    |              | 12       | <p>The Metrolink proposal should be amended to have better consideration of future development potential of lands above and adjacent to the proposed station. This should include a reconsideration of the location and arrangement of above ground structures and 'pop-ups' associated with the Metrolink proposals.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Refer to Response (2), (3) and (10).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| Item No.                                                                                                                                                                                              | Section Ref.   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 12                                                                                                                                                                                                    |                | 12       | We request that the CPO is amended so that there are revisionary rights to Alstead Securities to allow for development above and adjacent to the Metrolink works. This submission demonstrates that there are no design or technical reasons as to why this cannot be accommodated. As currently drafted, the Draft Railway Order and associated CPO would severely limit the development potential of this key urban site and would fail to allow for national and regional planning policy targets for integration of land use and transportation to be met.                                                                                                                                                                                                                                                                                                                                          | Refer to Response (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13                                                                                                                                                                                                    |                | 12       | We also wish to identify the significant potential sterilising effect that an approved Railway Order will have on our client's lands. In the event of an approved Railway Order (as drafted) and a lag in commencement of works on the MetroLink, our client's lands will not be capable of any development. The ability to realise a high density of development at this central location in accordance with national and regional planning policy will be limited should there be any uncertainty in delivery of the MetroLink scheme. In addition, such a situation would create uncertainty from a tenancy perspective and could lead to loss of existing tenants and extreme difficulty in attracting new tenants. In this respect, we request that An Bord Pleanála is fully satisfied and has sufficient assurances to the effect that there is a strong business case for the MetroLink scheme. | Refer to Response (2) and (3).<br><br>The business case for the project is a matter for the Government, Oireachtas, TII and NTA. The Board's function is confined to considering whether the grant of a railway order is in the interests of proper planning and sustainable development and has acceptable impacts on the environment.<br><br>Without prejudice to TII's right to object to any particular head of loss, the observer will compensated for any losses compensatable under the CPO code. |
| Ashford House / Metro Station, Tara Street, Technical Review, 220190-X-20-Z00-ZZZ-RP-DBFL-SE-0001, Rev P02                                                                                            |                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14                                                                                                                                                                                                    | 1 Introduction | 3        | This Technical Note, in addition with draft concepts carried out by RKD Architects on behalf of Alstead Securities Ltd, demonstrates the potential for better use of the site by developing a commercial building over the proposed Metro Station while limiting the intervention with the Metro station structure to a minimum. The open public space can still be retained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Refer to Response (2) and (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 15                                                                                                                                                                                                    | 2 Discussion   | 4        | To maximise the full development potential of the site a building could potentially be constructed that straddles the main station box. Some co-ordinated intervention within the periphery of the station box would be required in order to keep the structural spans for the new building within acceptable limits.<br><br>Figure 2 below indicates where it is proposed that structural columns could be incorporated within the Metro construction to support vertical loads from the building overhead.                                                                                                                                                                                                                                                                                                                                                                                            | Refer to Response (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16                                                                                                                                                                                                    | 3 Conclusion   | 7        | Based on a review of the drawings within the Railway Order Application for the construction of the proposed new underground Tara Metro station on the existing Ashford House site, and preliminary modelling carried out, it is concluded that from a structural perspective, there is no reason why development of the Ashford House site could not be accommodated above the MetroLink station as proposed. Whilst it is assumed above that development of the site would precede construction of the Metro station below, the sequence of work, whether station box first, commercial building first or concurrent would not impact on the conclusion reached above.                                                                                                                                                                                                                                 | Refer to Response (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                                                                                                                                                                                     |                                                                                     |          | 006                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Organisation Name or Name of Submitter                                                                                                                                                                                             |                                                                                     |          | Amanda Hughes (resident - 9 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway Order 2022 (Metrolink-Estuary to Charlemont via Dublin Airport) |                                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 1                                                                                                                                                                                                                                  | Mater Stop                                                                          | 1        | I sincerely hope that the construction of the Mater stop provides an opportunity for the rejuvenation of the area rather than it being viewed by TII as a convenient site for a station with no regard for the architectural environment and the communities living near the area.                                                                                                                                                                                                                                                                                                                          | <p>Thank you for your submission and for sharing your concerns/observations related to the Mater station.</p> <p>The station will benefit the local community hugely. The architectural plans for Mater Station have been prepared to integrate the station into the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Existing monuments and protected railings will be removed temporarily during the construction and will be relocated within the park after the completion of the works. Large mature trees will be replaced so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design.</p> <p>TII have reviewed your submission and provided response for the observations/concerns raised in detail below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                                                                                                                                                                                                                                  | Mater Stop station Design                                                           | 1        | I am extremely concernd about the design and location for the Mater Stop and the anciliary structures. The correct design for the area will enhance rejuvenation end positive redevelopment after the 9 years of construction whereas an unattractive utilitarian design approach to the station and The Four Masters Park may have a very adverse effect on an area that has huge potential for being a really positive asset in the North Inner City and Phibsborough village. To compliment the location I feel that the canopy of this station should have less footprint, elevation and visual impact. | <p>The entrance is appropriate and conveniently located to walk to Mater Hospital, St Joseph's Church and Berkeley Road. The station location will also connect with bus services to and from Dublin City Centre, with bus stops on Berkeley Road.</p> <p>The Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none"><li>* Realignment of the Four Masters Memorial;</li><li>* Rearranging the footpath to provide enough pedestrian space for the main entrance;</li><li>* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and</li><li>* Replacement of existing trees.</li></ul> <p>The landscape design creates a public plaza to the main arrivals area at the entrance/exit. This active plaza then provides access to Eccles Street and Berkeley Road. A shared surface plaza to Eccles Street will be created to provide greater connectivity to the adjacent existing pedestrian network. This plaza will frame the portico of the adjacent Mater Hospital and integrate pedestrian circulation and cycle parking within the streetscape. On completion of the station, the park will be reinstated in a similar fashion to its current condition. Prior to construction commencing and in order to complete the urban integration, existing railings, Four Masters Memorial, Healing Hands Sculpture and other existing features will be carefully removed and stored temporarily to be reinstated into the urban landscape as part of the completion works.</p> <p>Please refer to response item (5) below in relation to the station design at Mater, and the design principles across the Project.</p> |
| 3                                                                                                                                                                                                                                  | Mater Stop station Design - 1) Elevation and position of the station entrance       | 1        | The view of the Mater Hospital building will be blocked from Berkeley Road. With either a different canopy design or using a different location in Four Masters Park would have a very positive effect on the commercial potential for Berkeley Road. The ancilliary buildings (lifts, emergency exit, ventilation shafts, lights) further block the view into the park visually shutting the off the park from Berkeley Road and diminishing any sense of space in the street.                                                                                                                             | <p>Please refer to responses (1) and (2) above and also refer to Chapter 27 (The Landscape) and section 27.5.4.20 of the EIAR which considers the landscape and visual impact of the project at Mater.</p> <p>Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. The green park will be restored close to its existing condition within the triangle of buildings along with the proposed amendments also made to the original Mater Hospital section of Eccles Street, which will enhance and transform the area around the station on completion. See also Landscape Photomontages LLCA 19: V19.1 to 19.5.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                                                                                                                                                                                                                                  | Mater Stop station Design - 2) Materials used in the design of the station entrance | 1        | These are inappropriate for this location, it is an architecturally sensitive area and zoned under Objective Z2 in the Dublin City Development Plan 2022-2028. The buildings on Berkeley Road and street are Victorian and made of red brick, while the Mater Hospital and St Joseph's church are made of granite, the proposed Mater stop station is a glass structure with heavy looking brown detailing, the emergency exit is of brown brick and resembles a public toilet.                                                                                                                             | <p>Section 26.4.4.8 Mater from the Chapter 26 (Architectural Heritage) of the Environmental Impact Assessment Report (EIAR) describes the architectural heritage features present in the area of Mater Station and their protection status.</p> <p>As stated in section 25.4.3.3 of EIAR Chapter 25 (Archaeology &amp; Cultural Heritage), Berkeley Road is an Area of Archaeological Potential and TII strongly believe that the proposals presented under this Railway Order are sympathetic to and will enhance the area further upon completion. When the works are completed, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street. Overall, the predicted effects on the visual environment and on visual amenity after the Mater Station is completed will, in the longer term be significant and positive.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Submission No.                                                                                                                                                                                                                     |                                                                 |          | 006                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| Item No.                                                                                                                                                                                                                           | Section Ref.                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway Order 2022 (Metrolink-Estuary to Charlemont via Dublin Airport) |                                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 5                                                                                                                                                                                                                                  | Mater Stop station Design - 3) Plaza Design and bollards        | 2        | The hard materials of the unecesarily wide plaza which skirts the station in its current design location is inappropriate as it is too big and visually competes with the Mater Hospital steps there is a risk that this type of wide and inappropriate space may invite anti-social behaviour and loitering. The bollards could be replaced with planters as seen on Grafton St.                                                                                                                                                                                                                                     | <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.</p> <p>Appropriately, 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, (referenced in EIAR Chapter 26 Architectural Heritage) 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.</p> <p>At Mater station, the canopy entrance evokes the scale of park structures. 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> <p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Significant emphasis is placed on the public spaces and the station concourse is a soaring space illuminated from above with natural light. Existing monuments and protected railings will be relocated within the park. Large mature trees will be placed so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design. The bollards provide for necessary station security and are considered appropriate.</p> |  |
| 6                                                                                                                                                                                                                                  | Mater Stop station Design - 4) Station entrance location        | 2        | Relocating the station entrance to face the side walls of St Joseph's church on Berkeley Road would allow for the entrance / exit to be onto Eccles St. This location provides a more visually and softer view of the station entrance because it could be surrounded by trees as in the Stephens Green montage, it would also allow for the relocation of the ventilation shafts, lifts and emergency exit to be relocated resulting in the opening up the vista of the Four Masters Park, and the Mater Hospital.                                                                                                   | <p>The location of the station entrance is driven to optimise pedestrian access and flows both to the pedestrian crossings at the north corner of Eccles Street and Berkeley Road, and to facilitate the connection to Mater Hospital both to the canopy and to the lifts which have been duplicated in this particular location.</p> <p>Relocating the station entrance face towards St. Joseph's Church complicates, lengthens and hinders these flows and movements. Additionally, this provision affects a part of the park that has a certain level of protection and is fenced with railings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 7                                                                                                                                                                                                                                  | Mater Stop station Design - 5) Pedestrian safety / alternatives | 2        | Locating the station entrance further into the park near St Joseph's church would be safer for station users to enter and exit the station. In its proposed current location there is a great risk of pedestrians running across roads to the station as the proposed entrance is located very close to a cross roads (Berkeley Road, Eccles St and Vincents St). There is a proposal to pedestrianise Eccles St which will make it a safer entrance. It will also be safer to have the emergency exit located on the Eccles St side of the park rather than beside Berkeley Road which is a busy road at peak times. | Please refer to response (6). The safety of the design is fundamental to TII and the risks noted have been addressed. The design includes the signalisation of the junction of Berkeley Road, Eccles Street and St Vincent's Road North. The width of Eccles Street will be reduced locally at the junction. Provision of shared space will be incorporated on Eccles Street in the vicinity of the junction with Berkeley Road, with the shared space demarcated from the road edge by a raised kerb for the safety of pedestrian and cyclists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                                                                                                                                                                                     |                |          | 006                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| Organisation Name or Name of Submitter                                                                                                                                                                                             |                |          | Amanda Hughes (resident - 9 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| 8                                                                                                                                                                                                                                  | Community Gain | 2        | <p>Provision should be made for a community fund.</p> <p>The extent and duration of this project will have a profound effect on the businesses and retail outlets on Berkeley Road, the majority will not be able to survive, especially the businesses in nos 10 - 18 Berkeley road. This row of shops defines Berkeley Road and will be the most affected by the vibrations and noise levels. Investment by TII should be put into reinstating the shops on Berkeley Road according to the DCC Shopfront Design Guide as this street is zoned as a Conservation Area. It is important that provision for improvements to the Berkeley Road and street public domaine are made and that these are integral to the station construction. An attractive street invites investment, the rejuvenation and regeneration of Berkeley Road will be essential for the return of commercial activities to this area. There is a very big risk that we will lose our retail and commercial outlets which are an important aspect of our lives and are an important part of the 15 minute city concept. The increased footfall provided by the commercial businesses is also important in discouraging crime - which is a factor to be considered with the proposed station site.</p> | <p>Whilst a local community fund is not currently in place, should a railway order consent be granted, TII will work with the local communities to actively support local communitiy gain initiatives.</p> <p>Chapters 13 (Airborne Noise and Vibration) and 14 Groundborne Noise and Vibration) of the EIAR addresses noise and vibration for the construction and operation phases of the project.</p> <p>The impacts on the businesses has been assessed. As stated in EIAR Chapter 13: Airborne Noise and Vibration, section 13.2.6.1.3, the principles for the management of Airborne Noise &amp; Vibration in the EIAR are based on BS 5228-1. Based on this standard the Construction Noise Threshold (CNT) was calculated for receptors on existing rounded ambient noise levels. In accordance with this standard, the CNT is set at 70 dBA at no. 9 Berkeley Road.</p> <p>The CNT threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p> <p>Table 13.64 of Chapter 13 also presents the potential significant airborne noise impacts during the construction of Mater Station. At no. 9 Berkeley Road the Construction Noise Threshold set is predicted to be exceeded during a number of the earlier construction phases unless action is taken to mitigate. Mitigation in the form of plant selection, noise reduction at source and the provision of 4m high acoustic hoarding will reduce the impact, although it is possible that some residual impact may remain and would require further consideration in the form of the TII Airborne and Groundborne Noise Mitigation Policy.</p> <p>Prior to commencing construction, the appointed contractor undertaking the construction of the works at Mater will be required to undertake noise &amp; vibration monitoring at representative noise sensitive locations to evaluate and inform the control requirements and take specific noise abatement measures to the extent required and to comply with the recommendations of BS 5228-1 (BSI 2014a). In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1, and specifically Construction Noise and Vibration Management Plan (CNVMP) for Dublin City Council approval. The requirements for the control of Airborne Noise &amp; Vibration are included in section 6.2 Noise and Vibration.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required for residential properties only. However, as noted in the policy, whilst the further mitigation measures only apply to residential dwellings (and other buildings used for accommodation), there may be other properties which are particularly sensitive to noise, such as commercial, educational and community facilities. The mitigation of impacts to these properties will be managed by the contractor.</p> |



| Submission No.                                                                                                                                                                                                                     |                                                     |          | 006                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                                                                                                                                             |                                                     |          | Amanda Hughes (resident - 9 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 9                                                                                                                                                                                                                                  | Air and Dust Quality                                | 2,3      | <p>Air and dust quality are a major concern for this area. It is a residential area with a mixed generation profile, there is also a national school located near the Black Church. The prolonged nature of this project makes the concerns even greater given that the other proposed developments in the Phibsborough area will go ahead within this time frame.</p> <p>A baseline for current air and dust quality should be taken before construction starts and should be monitored weekly throughout the construction phase. The basic standard should be the WHO recommended emission standards and benchmarks.</p> <p>It is completely inappropriate that provisions are being made on eligibility for rehousing and compensation due to airborne noise and dust levels. Tenants and individuals working in the city and the locality such as nurses should not be adversely affected by this construction - the level of homelessness has already impacted many of our essential services. There is also the issue of the property investments made by small landlords being adversely affected and not being eligible for compensation because they are not owner occupiers. <i>"To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A "</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Baseline Air Quality monitoring has been undertaken and presented in Chapter 16. The relevant guidelines are listed in section16.3.2 and include: <i>World Health Organization (WHO) Air Quality Guidelines for Particulate Matter, Ozone, Nitrogen Dioxide and Sulphur Dioxide Global Update 2021, (WHO 2021).</i></p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations. Dust emissions are to be controlled so that re-housing is unlikely to be required but it is wholly appropriate that provisions are put in place to protect the rights of the community.</p> <p>Before commencing relevant works, the Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan will also be produced to include for specific working hour measures at sensitive locations. This document shall be prepared and submitted to DCC for approval.</p> <p>As noted in section 2.1 of appendix A14.6 Airborne Noise and Groundborne Noise Mitigation Policy, where airborne noise mitigation measures can be effectively deployed on site and maintain levels within the prescribed thresholds, certain sensitive individuals (e.g., for medical reasons or work patterns/night working) may still consider the impacts to be intolerable. In such circumstances, if further mitigation may be required, these will be dealt with on a case-by-case basis.</p>                                                                                                                                                                                                                                                                                                                           |
| 10                                                                                                                                                                                                                                 | Construction Impact / compensation / airborne noise | 4        | <p>My house is directly opposite and within 30 metres of the station box. I am concerned that given the depth and level of the boring and required for the station box construction my house will be affected by subsidence and cracking. This is a similar situation for the majority of the houses on Berkeley Road. The metrolink criteria for re-housing and compensation appears to be only in relation to properties which are estimated to exceed the relevant criteria, these houses appear to be either directly above the proposed tunnel or are 30 metres from the tunnel rather the station box. There is no provision made for houses that are outside of the estimated modelling and criteria which may be damaged during the construction or in the years afterwards (due to subsidence).</p> <p>Given that a high percentage of the houses in the area are rented and that many of the buildings on Berkeley Road have commercial leases, it is remarkable that Metrolink have decided to put criteria on the types of building use that they will compensate if damaged or affected by airborne noise, this is especially relevant for numbers 10 to 22 Berkeley Road, many of which are either commercial properties or are rented: <i>"To be eligible for support the owner/occupier must be in occupation of a private dwelling and the dwelling must be located where the predicted construction airborne noise is estimated to exceed the relevant criteria referred to in Appendix A "</i>. Provision needs to be made not only for damage to all property in the area, resulting from the construction of the station and tunnel but also for the property owners in situations where the inhabitants need to be rehoused due to airborne noise and vibration or are made ill due to the dust and pollution levels during construction. It is inappropriate that compensation would only be given to the occupier / owner when it is a construction project that will affect the properties of the many different categories of ownership and property investment in this area.</p> <p>These houses have very little foundations - the provision of a 5 year window for subsidence damage post construction is too small. The window should ideally be at the upper end of internationally recognised subsidence risk timelines.</p> | <p>Buildings and Infrastructure - A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that a property similar to yours has been assessed as falling within the '<i>very slight damage</i> ' category currently. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category, for which yours is 2 or below. Because your building falls within Damage Category 2 or below, no structural impacts are predicted.</p> <p>Please be aware that no properties along Berkeley Road are predicted to be above damage category 2 and hence no properties will suffer structural impacts. No properties will require rehousing due to either short term or long term settlement. Please note that long term settlement impacts are not anticipated. Monitoring will be continuous until settlement is shown to have ceased.</p> <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also draw attention to the fact that private properties within 50m of the station excavation, or 30m of the tunnel are eligible to subscribe to the Property Owners Protection Scheme (POPs) which includes for pre and post-construction condition surveys and repair of damage.</p> <p>With regard to other environmental impacts please refer to responses (8) and (9).</p> |

| Submission No.                                                                                             |                                                 |          | 007                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                     |                                                 |          | An Post, GPO/ RMLA Planning Consultants                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 An Bord Pleanála Ref No 314724 |                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                                                                                                          | Construction / Operation - Impact on Deliveries | 3        | As per the application documents submitted, construction of the MetroLink is anticipated to last up to 10 years and is programmed as four main works packages: Enabling Works Central and South; Enabling Works North; Main Works Central and South; and Main Works North. An Post acknowledges some disruption is likely to occur given the scale and complexity of MetroLink’s construction, however it is respectfully requested that An Post’s specific operational requirements are recognised in relation to its various post offices and mail sorting offices. These facilities are central to the operation of a reliable public postal service, and it is imperative that their operational viability be protected.                                                                                                                                                                             | TII recognise the importance of An Post operations and will work to ensure that any disruption is kept to a minimum and operational requirements are not unduly affected. Further detail of how this will be achieved is provided by the responses below to specific points raised by the An Post submission.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2                                                                                                          | Construction / Operation - Impact on Deliveries | 3        | It is evident that there will be a number of temporary traffic management measures, as well as permanent alterations to the transport network in order to facilitate the MetroLink Project that may materially impact accessibility for An Post deliveries and access for staff and customers. Any impact on An Post’s ability to operate its essential public service during the construction stages of MetroLink, including permanent road alterations and/or temporary traffic management measures such as the addition of construction haulage volumes that might materially affect the capacity of the existing road network, could have a serious impact on the ability of An Post to meet the postal needs of the public and agreed service legal agreements with the State. It is requested that the proposed works do not directly affect An Post’s ability to operate under normal conditions. | The MetroLink Project will not directly impact on An Post's ability to operate and this will be monitored throughout the works. EIAR Chapter 5, MetroLink Construction Phase, section 5.4.12 Traffic Works notes that traffic management plans for the construction of MetroLink have been developed to minimise the impact of the Project on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with FCC and DCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. Traffic management measures and road construction works are based on the key principle of maintaining continual access to all properties during the works. Road works will be monitored throughout the duration of the works to ensure traffic delays, congestion and inconvenience to road users are minimised. |
| 3                                                                                                          | Construction / Operation - Impact on Deliveries | 3        | Furthermore, in relation to the operational phase of MetroLink, An Post wishes to ensure the level of traffic, including the high proportion of Heavy Goods Vehicles expected, is safely accommodated on the road network and strategic junctions along the planned route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As outlined in EIAR Chapter 9, Traffic and Transport, during the operational phase of the Project, notable reductions in traffic flow will be seen along key routes south of Dublin Airport, including along the M50 Motorway, and along most radial routes into Dublin City Centre. National roads such as the N11, N7, N4, M3 and M2 will also see reductions in traffic flows when the Project is operational. In all modelled scenarios, the number of car trips reduces when the Project is in place and operational, with car mode share also reducing in all model scenarios. As such, the reduction in private vehicles will reduce congestion on some road links and junctions, resulting in journey time savings on the road network. During the operational phase, minimal volumes of HGVs will be associated with the Project and overall improved traffic conditions would be expected to benefit An Post's operations.      |
| 4                                                                                                          | Potential Land Acquisition                      | 3        | The GPO has been identified as ‘Substratum land which maybe acquired’ for the MetroLink Project. The GPO serves as the Headquarters for An Post, as well as being the location of a strategic postal retail unit for the public and as a visitor experience centre. In this regard, An Post, as the licensee of the GPO, wishes to highlight potential concerns around the provision of the MetroLink route below the GPO via tunnel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The proposed acquisition of substratum land beneath part of the GPO building is necessary for the construction of the Metrolink tunnel. Response (5) below explains the environmental impact assessment that has been undertaken to assess the potential impacts of construction on the GPO and the proposed mitigations to manage these impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                             |                            |          | 007                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Organisation Name or Name of Submitter                                                                     |                            |          | An Post, GPO/ RMLA Planning Consultants                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                   | Section Ref.               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 An Bord Pleanála Ref No 314724 |                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 5                                                                                                          | Potential Land Acquisition | 3        | <p>The GPO is a Protected Structure (under Ref. 6010) and is also located within a Conservation Area and the O’Connell Street Architectural Conservation Area, which is subject to a Scheme of Special Planning Control. The GPO is also considered as a building of national importance by the National Inventory of Architectural Heritage (Ref. No. 50010528). As such, the GPO plays an important archaeological and architectural heritage role within the Dublin City landscape, being one of the most important architectural landmarks on O’Connell Street and must be recognised as part of the provision of the MetroLink. In this regard, any potential disturbance which the boring of a tunnel underneath this Protected Structure must be fully assessed in terms of the archaeological and architectural significance of this building, as well as from a user operation perspective during such construction works.</p> | <p>TII have assessed the potential impact of MetroLink construction on property, including the GPO, to ensure impacts are mitigated wherever possible and that this important building is not damaged. This includes the impact of noise and vibration from the tunnel boring machine (TBM), and construction generated ground movements leading to settlement and possible building and property movement. All of which have been assessed and reported in the EIAR, and are summarised below.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this reports shows that the GPO has been assessed as falling within the 'slight damage' category currently, an explanation for which can be found in T.4-4 of the aforementioned report. Recognising the cultural and historical significance of the GPO, the building has been designated "special" and hence a further Stage 3 refined assessment will be undertaken that will take account of final design and construction methodology details, most likely utilising advanced numerical modelling techniques, and further surveys of the building that will be undertaken by structural, conservation and architectural specialists experienced in this type of building. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>As is the case with several building along the MetroLink route the GPO is of critical national importance, TII will implement building monitoring regime to monitor building settlement affects pre during and post construction. The monitoring regime will be agreed with An Post in advance of construction commencement.</p> <p>EIAR Chapter 14.4.1.8 AZ4, Groundborne Noise during Construction. Table 14.29 presents the predicted noise levels during TBM Passage compared to the acceptable noise threshold values for the GPO. The results of the calculations presented in Table 14.29 show the LAmax,s for TBM Passage at the GPO has a value of 50 dB, while the acceptable Threshold Level for this building is 45 dB, resulting in a significant impact on the buildings operation for a limited duration during TBM passage. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source, but noting that the duration of this impact will be of the order of up to two-weeks as the TBM passes. TII will liaise with An Post to ensure the timing of these impacts are known.</p> <p>EIAR Chapter 14.4.1.9 AZ4, Groundborne Vibration during Construction. Table 14.32 presents the predicted vibration levels during TBM Passage compared to the acceptable threshold values for vibration for the GPO. The predicted vibration presented in Table 14.32 shows the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) for TBM Passage at the GPO has a value of 0.269 m/s-1.75 which is lower than the VDV Threshold Level for this building of 1.6 m/s-1.75, meaning there will be no significant impact on the building's operation.</p> <p>The GPO will be a property where pre-construction condition surveys will be undertaken, subject to the property owners permission, and any required pre-construction repair work identified and undertaken. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached, noting that groundborne noise generated by the TBM will be of a temporary limited duration that will be managed through close liaison with An Post. TII also confirm they will continue to liaise with An Post to ensure disruption is kept to a minimum.</p> |  |
| 6                                                                                                          | Conclusion                 | 4        | As a Semi-State authority, An Post wishes to be continuously consulted on the MetroLink Project. We are available for discussion on any of the matters referred to below and would also appreciate if you could confirm receipt of this submission by return.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII will update An Post with developments during the Project and will continue to ensure that impacts are minimised during and post construction in accordance with the above responses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                                                                                                           |                                                           |          | 008                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| Item No.                                                                                                                                                 | Section Ref.                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 1                                                                                                                                                        | 1 Intro and Overarching Comments                          | 1        | We welcome the overall proposal as it is a long overdue strategic priority for the improvement and expansion of the public transport network in and around Dublin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII welcome your support for the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 2                                                                                                                                                        | 1 Intro and Overarching Comments                          | 1        | The proposal needs to be integrated with a wider transportation initiative for the catchment area to reduce private car use and dependence, including the promotion of cycle-and-ride to use the Metrolink stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | As detailed in Chapter 6 (MetroLink Operations and Maintenance), the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically other sustainable modes of transport such as walking, cycling and public transport. All operational stations will have pedestrian and cycle access, with bus stops located either adjacent to or within the site to facilitate integration with MetroLink. Interchange with Luas and rail/DART has been a key consideration for station locations, as presented in Chapter 7 (Consideration of Alternatives). Station designs include cycle parking provision in the immediate vicinity of stations.              |  |
| 3                                                                                                                                                        | 1 Intro and Overarching Comments                          | 1        | <p>The remainder of our submission concerns options for the Tara Station due to considerations about the loss of community infrastructure and city centre residential accommodation.</p> <p>The applicant, Transport Infrastructure Ireland (TII), in its Preferred Route - Public Consultation Document - March 2019, stated: "<i>Tara is an important station as Metro Link will interconnect with DART and Iarnrod Eireann services here, one of the major strategies behind the new alignment. The Emerging Preferred Route necessitated acquiring and demolishing the College Gate complex and the Sport and Fitness Markievicz centre owned by Dublin City Council. While the site would be available afterwards for new development, the loss of the current apartment block and valued public amenity is a serious impact. As the financial and social costs here are so high, we've spent significant time and resources investigating alternatives. TII have therefore reluctantly concluded that the original proposal remains the most feasible option for construction of the MetroLink station at Tara Street. We realise this has a severe impact and will take whatever measures we can to mitigate the impact on the residents and users of the fitness centre.</i>"</p> <p>The following sections of our submission will focus on engineering project risks and constraints for the selected option for Tara Station, which involves the demolishing the College Gate complex and the Markievicz Sport and Fitness Centre as well as two alternative design options, which would allow for its retention, if deemed appropriate.</p> | See responses below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 4                                                                                                                                                        | 3 Alternatives to Demolition of the College Gate Building | 3        | We will now review the alternative designs for Tara Station, which were listed in the Preferred Route Design Development Report (PRDDR),but were not recommended for a variety of engineering based constraints mentioned above, which we recommend be reviewed by the Board. These are a modified version of Option3 Station moved southwards, which we suggest be considered if constructed as per option 4, to mitigate the major concerns outlined in the PRDDR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Please note that the Option 3a as discussed in the EIAR is a modified version of Option 3 with mining as per Option 4 to eliminate the need to divert the Townsend sewer. The concept design for this option showed that there was insufficient clearance beneath the sewer to allow for the requisite station facilities and hence this option did not work. So, the suggested alternative has been assessed. This is clearly explained in Section 7.7.10.9.1 of EIAR Chapter 7. It is further noted that impacts on the Townsend sewer would remain. Please note the mining would be required to be undertaken 24/7 and hence result in similar impacts as Option 4 as discussed above in Item 5. |  |

| Submission No.                                                                                                                                           |                                                      |          | 008                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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Dublin |                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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| 5                                                                                                                                                        | 3.1 Option 4 Mined Station at the Preferred Location | 5        | <p>The PRDDR states in Section 4.2:</p> <p><i>"Option 4 involves the mining of a cavern below the existing College Gate building, which carries substantially more safety risks during its construction than all the other options. Whilst the initial construction cost would be slightly more than Option 0, the potential for additional risk and cost associated with mining could easily lead to increased costs during construction and it could be expected that the tendered cost would make allowance for such risk. While Option 4 would retain the College Gate building there would be significant disturbance to residents because of the shaft construction directly adjacent to the building and the mining of the tunnel directly underneath part of the building. These construction activities are estimated to take up to 2 years. During this period there would be risk to the building from the mining activities including potential for structural damage, and significant construction disturbance, including noise and vibration, such that it is envisaged that this would require moving everyone out of the building during construction for a period of up to two years."</i></p> <p>TII state that for the above reasons Option 4 is not recommended. However, the listed Project Risks and Constraints have been successfully mitigated on other underground metro stations, in other jurisdictions, where similar construction techniques were utilised, where it was required to retain specific structures. We would suggest that Option 4 for Tara Station could be successfully implemented, once again here. We would therefore recommend that Option 4 be considered, if An Bord Pleanála deem that the College Gate building should be retained.</p> | <p>Please refer to response (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>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. Therefore, the nature of the work, drill and blast and mechanical excavation would generate a level of groundborne noise and vibration that would mean it would not be reasonable to inhabit the College Gate apartment block due to the disturbance caused, leading to a relocation of residents for a minimum of two years. 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. The mined option also performs wors economically with a much greater risk allowance required compared to the preferred cut and cover option, and the preferred proposed cut and cover station provides a higher quality operational station that is consistent with the MetroLink architectural vision and operational and maintenance strategy.</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"><li>* This location retains a good interchange facility with Tara DART Station;</li><li>* It reduces risk to the overall construction programme;</li><li>* It offers cheaper overall construction cost;</li><li>* It retains opportunity for future adjacent development by others;</li></ul> |

| Submission No.                                                                                                                                           |                                                                                                             |          | 008                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|                                                                                                                                                          |                                                                                                             |          | (5) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 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. |  |
| 6                                                                                                                                                        | 3.2 Option 3 Station Moved Southwards                                                                       | 5        | Here, it is proposed to move the station box towards the south and amending the station box alignment to be parallel to the overhead train infrastructure, which would be result in minor, re-alignment of the Metrolink route. Open box construction (similar to Option 0) was to create the station shape and all properties on the station footprint would need to be acquired.<br>The PRDDR states: <i>"Agreement and design details would need to be finalized with adjacent property owners to integrate the station box and above ground elements in the development, including access points, emergency exits and ventilation shafts... Passenger transfer to the DART Tara Street Station would use the existing southern access, which would need to change from a peak hour access to a permanent access."</i><br>Once again 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.                                                                                                                                                         | No response required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 7                                                                                                                                                        | 3.2.1 project Risks and Constraints                                                                         | 5        | As stated in the PRDDR: <i>"Buildings at Townsend Street and Spring Garden Lane would need to be demolished with Townsend St. and Spring Garden Lane closed during construction. Agreement and design details would need to be finalised with adjacent property owners to integrate the station box and above ground elements in the development, including access points, emergency exits. Passenger transfer to the DART Tara Street Station would use the existing southern access, which would need to change from a peak hour access to a permanent access. Townsend St. and Spring Garden Lane closed during construction. Significant impact on East/ West cycle movements.</i><br>This option would also directly impact existing large sewers along Townsend Street (including a 2.4m circular brick foul sewer and 1.2m circular concrete foul sewer) which would require diversion. TII deemed this diversion unlikely to receive approval from Irish Water.<br>In the PRDDR Assessment Summary, TII deemed option 3 not recommended due to traffic disruption during construction, this utility diversion and significant property entire city block between Tara Street and Corn Exchange Place. | No response required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 8                                                                                                                                                        | 3.3 Option 3A. Suggested alternative to Option 3 (using impacts to the construction techniques of option 4) | 6        | By adopted same construction methodology of option 4 construction and the major disruption with the diverting of mains sewers, the closing of Townsend Street to traffic during construction and the building on Spring Garden Lane needing to be demolished could be mitigated. Also, as per options 0 and 4, 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, with MetroLink access remaining as per option 3.<br>Although the same construction methodology of option 4 would involve mitigating similar engineering related constraints and risks as per this option, but as per our comments on option 4, these Project Risks and Constraints have been successfully mitigated on other underground metro stations, elsewhere, and we would therefore recommend that Option 3A be considered, as an alternative to Option 4, if An Bord Pleanála deem that the College Gate building should be retained.                                                                                                                                    | Refer to Item 4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |



| Submission No.                                                                                                                                           |                                            |          | 008                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                 | Section Ref.                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9                                                                                                                                                        | 4. Replacement of Community Infrastructure | 7        | Should the subject project proceed as proposed in the application, it is submitted that the Markievicz Sport and Fitness Centre should be replaced elsewhere in the local area as part of the Metrolink project, given the Centre's importance as a community resource. It also submitted that further consideration is required regarding the loss of the substantial number of city centre residential units in the College Gate building. | <p>As noted in Chapter 21 (Land Take), TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Compensation will be provided through the Compulsory Purchase Order (CPO) process. In recognition of the impact on residential cases where properties are to be acquired and given the unique circumstances surrounding the proposed impacts to College Gate apartment complex, TII will engage the services of a property advisory company to engage directly with property owners who are impacted by the MetroLink proposals. Property owners will be invited to participate in a discretionary scheme which provides an opportunity to negotiate and reach a 'Pre-Agreement' on both a baseline residential unit price and other matters of compensation that an owner would normally be entitled to under the compensation code. This will provide the parties with as much certainty as possible at an early stage.</p> <p>As noted above TII are engaging with DCC in relation to the Markiewicz Leisure Centre.</p> |

| Submission No.                                                               |                                        |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Organisation Name or Name of Submitter                                       |                                        |          | Andrew Conlon and Maeve Fitzpatrick (19 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Letter Re: Observation on a Strategic Infrastructure Development Application |                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 1                                                                            | Observation Details                    | 1        | <p>Our observations relate to the following areas:</p> <p>1. Project Governance and Consultation</p> <p>2. Negative impact of construction phase</p> <p>3. Design and layout of station</p> <p>4. Restoration and Operational Phase</p> <p>The observations should be read in the context of the duration and scale of the project and consequent exposure of residents near Mater Station to major disruption, including significant levels of noise and air pollution, for almost a decade.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project.</p> <p>As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner.</p> <p>Once a contractor has been appointed, TII will seek to further optimise the programme with a view to reducing the overall duration of works at all stations, including the proposed Mater Station. TII will consult with stakeholders on any such proposals received from the contractor.</p> <p>Please refer to response item (8) and (9) below in relation to the anticipated levels of groundborne and airborne noise and vibration, and to response item (10) regarding impacts on air pollution.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 2                                                                            | 1. Project Governance and Consultation | 1        | <p>The project governance structure is unclear, particularly in relation to engagement with residents. This is of particular concern as it is proposed that this project will be advanced using a Public Private Partnership Model, with a Special Purpose Vehicle formed solely for the delivery of the MetrLink project. The roles and responsibilities of the proposed SPV, subcontractors, Transport Infrastructure Ireland, National Transport Authority, Department of Transport and Dublin City Council are not defined. We are concerned that this may result in local residents finding themselves referred between the various public bodies and private companies involved when issues arise.</p> <p>Our home is located less than 3.5 metres from the construction site boundary and is identified as being exposed to significant noise disruption (75-80 CNL) for an extended period. However, there has been no consultation or contact whatsoever with us as residents over the past three years. That, and the reliance on the statutory minimum consultation period following the publication of the Railway Order, raises fears about the seriousness with which public engagement, as required under the planning process, is being taken.</p> | <p>The National Roads Authority is the Approving Authority for the MetroLink project. Transport Infrastructure Ireland is the Sponsoring Agency for the project with full accountability and responsibility for delivering the MetroLink Scheme. All contractors appointed to the scheme whether public private partnership, design and build contractor will be contracted directly to Transport Infrastructure Ireland to carry out the works. TII will coordinate closely with Fingal Co Council and Dublin City council during the implementation of all works within their respective boundaries.</p> <p>EIAR Chapter 8 (Consultation), details the consultation with Berkeley Road Residents Association around the Mater Station prior to the submission of the Railway Order. The chapter documents the extent and nature of public, stakeholder and landowner consultation and participation that has taken place over the course of the project's development, including through a number of non-statutory consultation periods. It is intended that the consultation undertaken in respect of the MetroLink project will, when the railway order application process is complete, fully meet the requirements of the Aarhus Convention, Codified EIA Directive, and Irish national legislation. TII have listened carefully to the concerns raised by stakeholders and the community in preparing the detail for the extensive Environmental Impact Assessment that identifies and addresses environmental concerns including proposed mitigations to reduce environmental impacts during the construction and operational phase of the Project.</p> <p>Appendix A5.1 Outline CEMP details the proposed external communication with the public and key stakeholders during the construction phase. TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. Please refer to response item (3) below in relation to the proposed Stakeholder Communications Plan during the construction phase.</p> |  |

| Submission No.                                                               |                                                        |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Letter Re: Observation on a Strategic Infrastructure Development Application |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3                                                                            | 1. Project Governance and Consultation - Remedy Sought | 1        | <p>a) TII/NTA and their parent department to develop a comprehensive plan for community liaison on aspects of the development before construction begins, potentially as part of any detailed design, planning, and procurement phase - this to include direct contacts with those in the community most impacted by the development.</p> <p>b) A liaison committee to be established that includes residents, representatives from relevant public bodies and, eventually, the PPP Co./lead contractor, with terms of reference which are agreed with local residents groups.</p> | <p>Appendix A5.1 Outline CEMP details the proposed external communication with the public and key stakeholders during the construction phase. TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups.</p> <p>The contractor(s) will be responsible for putting in place a Stakeholder Communications Plan which will be developed under the consent of a designated Public Liaison Officer (or equivalent officer) appointed by TII. This plan will provide a two-way mechanism for members of the public to communicate with a designated member of the contractor(s)'s staff and for the contractor(s) to communicate important information on various aspects of the proposed Project to the general public. The principle component of a Stakeholder Communications Plan will include:</p> <ul style="list-style-type: none"><li>* Procedures to inform members of the community directly affected by the Construction Phase on schedules for any activity of a particularly disruptive nature which is likely to impinge on their person or property e.g. blasting, demolition, pile driving and any mitigating actions that are being taken (shielding, restriction on work hours) to minimise such disruption.</li><li>* For the tunnel boring, TII will establish a website to provide information on the forecast and actual passage of the tunnel boring machine. The contractor(s) will distribute leaflets to properties, affected parties, giving such notice along the tunnelling alignment, along with details of the first point of contact for any queries.</li><li>* The contractor(s) will coordinate preconstruction defect surveys for identified properties, liaising (in conjunction with the employer) with the building surveyor employed to carry out the surveys and maintaining a dialogue with the relevant property owners throughout the duration of works.</li></ul> <p>TII will establish coordination and communication meetings with key stakeholders. The contractor(s) will attend these meetings as required and arrange other meetings where necessary. Any plans which have been approved by TII will be issued to the relevant stakeholders, including the Airborne and Groundborne Noise Mitigation Policy.</p> |
| 4                                                                            | 2. Construction Phase                                  | 2        | <p>The construction phase for the Mater site is estimated to be 105 months or 8.75 years according to tables presented in Appendix 5.3. It is noted that there is reference to a construction period of five or six years at other points in the documentation, and it would be useful for TII to provide clarity on this point and correct the documents accordingly to allow for proper consideration.</p>                                                                                                                                                                       | <p>The programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional.</p> <p>A summary programme showing the duration and phasing for construction of the proposed stations and surface works along the alignment is shown in Chapter 5 MetroLink Construction Phase Diagram 5.4. of the EIAR. This shows the duration that each of the proposed construction compounds will be in place, while Appendix A5.2 provides more detailed, including the tunnelling elements. For Mater Station Compound/Deep Station construction the estimated programme is 105 months, that includes the following elements of the works anticipated at Mater: Advance Enabling Works; Main Works to Station; Station Fitout and Completion. It is anticipated that first two stages of the works at Mater, the Advance Enabling Works and Main Works to Station, will take up to 6 years to complete.</p> <p>The indicative construction programme has been developed based on experience on similar major infrastructure projects such as High Speed 1 in the United Kingdom (UK), Crossrail (UK) and Madrid Metro in Spain.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                               |                                      |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Letter Re: Observation on a Strategic Infrastructure Development Application |                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                                                                            | 2. Construction Phase                | 2        | <p>For almost the entirety of the construction period, 19 Berkeley Road will in close proximity to a major construction site. During construction of the western vent shaft, the site will be within 3.5 metres of our home (Appendix 5.3, Figure 8-38 Mater Station Stage 2 - Commission TTM Phase 1). We are concerned about the impact on our living conditions, health, our enjoyment of our home and the impact on working from home. We note the extended duration of the construction phase and the possibility that our personal circumstances may change over that period.</p> | <p>TII acknowledge the concerns you may have around the proximity of your property to the construction site at Mater Station. Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The Mater construction site will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Berkeley Street in particular. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality). Further details are provided below (See response 4, 5 and 6).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. As noted in response item (3), a two-way liaison will be facilitated between local stakeholders and the contractor(s) and therefore there will be an opportunity to raise any concerns or highlight changes in circumstances.</p> |
| 6                                                                            | 2. Construction Phase - Western Vent | 2        | <p>There are inconsistencies in the documentation with regard to the location of the vent - drawings in the relevant Appendix would suggest the site of this shaft is outside no 18 Berkeley Road, but the text of the EIAR refers to it being outside no's 20-21 Berkeley Road. Again, clarity would be helpful but in either case, the secondary construction site will be within 3.5 metres of our home for extended periods of time.</p> <p>Remedy Sought: a) That the western vent shaft be relocated to the Metro side of Berkeley Road.</p>                                      | <p>On the western side of Berkeley Road and north of the junction with Sarsfield Street, a ventilation shaft will be constructed as part of the Mater Station under Berkeley Road, and in front of No 18 and 19. The footpath will be reinstated on completion, but the existing parking at this location will be removed. TII do not accept that there is inconsistency in respect to the location of the ventilation shaft.</p> <p>Ideally, and like the vast majority of the MetroLink deep stations, the ventilation shaft would be an integral part of the main structure. However, with limited space to build the station under the park and surrounding roads, a ventilation shaft located on the north west corner of the structure would protrude up into Berkeley Road, and therefore would require the road to be diverted permanently around it where there is limited space to do so. Its proposed location, whilst not ideal from the prospective of the impact on your property during construction and loss of a parking bay, will in the long term be a preferred location as it allows the streetscape to be returned to its pre-construction layout upon completion.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Submission No.                                                               |                                       |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 7                                                                            | 2. Construction Phase - Working Hours | 2        | <p>Given the scale of the works and the extended duration of the construction project, to request working hours of 07.00-19.00 weekdays and 07.00-13.00 hours Saturdays for almost a decade is unreasonable and would place an intolerable burden on us and the local community in terms of health impact and disruption. <i>5.1 Outline CEMP</i> indicates that site set-up and shutdown takes place within this 7-7 window whereas the <i>EIAR Non-Technical summary (7.1.1 Working Hours)</i> indicates that these hours are exclusive of site preparation time. Once more, TII need to provide clarity on this point to allow for consideration.</p> <p>Remedy Sought: b) A restriction on the types of work that can be conducted on weekends or early mornings/late evenings with stricter conditions around noise etc. applying at those times.</p> <p>c) That site set-up and shut-down is undertaken between 7 and 7 pm.</p> | <p>Standard working hours will apply at the Mater Station construction site, from Monday to Friday 0700 to 1900, Saturday 0700 to 1300. To clarify, these times allow for 30 minutes of set up and set down on the shift, so the site activities are effectively from 0730-1830 in a normal week day, and 0730-1230 on Saturdays.</p> <p>The proposed working hours and planned activities for Mater are set out in Table 5.5 of Chapter 5. Any changes to the proposed working hours at Mater would have significant impact on the duration of the works.</p> <p>The works immediately outside of your property are scheduled to take place in the first year of the Main works construction programme on a standard working hours basis and thereafter all of the remaining construction activities will be confined within the existing park on the opposite side of Berkeley Road.</p> <p>Once the main station structures works are completed, the programme assumption and rationale for all 24/7 working on activities such as station fitout, MEP (Mechanical, Electrical and Plumbing), TBM (Tunnel Boring Machine) strip out and clean and track laying, is that all are critical path activities through the tunnel and station. These activities also take place with the benefit of being confined inside the completed structure, which assists in minimising any impact from these activities. The overall programme completion would be impacted significantly should these activities progress on a standard hours basis only. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries, etc. will be limited to standard working hours (Chapter 5, Section 5.5.17.3) to further minimise impact.</p> |

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| 8                                                                            | 2. Construction Phase - Noise pollution | 2        | <p>The EIAR is clear the impact of the construction programme, especially noise, will be significant despite the use of mitigation measures. The independent advisors (RINA) estimate that Nos. 19-22 will experience noise levels of 75-80 (significant or very significant) for 15 months. Exposure to noise at this level for more than 40 hours per week is considered damaging to hearing. It is also the case that noise pollution is not just a matter of volume as focused on by the EIAR but a matter of tone, frequency, longevity etc.</p> <p>The Environmental Protection Agency Act 1992, Environmental Noise Regulations 2002 and EU Directive 2002/49/EC would all seem to apply to various degrees, and there is a particular obligation on local authorities under the Directive to make action plans to reduce ambient noise. It is noted that various mitigation measures are identified (but not necessarily promised) in documentation and that an Airborne Noise and Ground Noise Mitigation Policy is included in the suite of documents. However, this latter document is vague and wholly inadequate in terms of assuaging our concerns. We note that the provisions made for rehousing residents impacted heavily for extended duration by works seem inadequate.</p> | <p>Potential impacts associated with noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13, Airborne Noise &amp; Vibration, with mitigation measures proposed where required. EIAR Chapter 14, Groundborne Noise and Vibration includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage.</p> <p>Airborne Noise and Vibration</p> <p>EIAR Chapter 13.5.2.6.6 Mater Station sets out the assessment of airborne noise and vibration during the construction of Mater Station and includes the consideration of a number of receptors on Berkeley Road, including no. 19.</p> <p>As stated in EIAR Chapter 13: Airborne Noise and Vibration, section 13.2.6.1.3, the principles for the management of Airborne Noise &amp; Vibration in the EIAR are based on BS 5228-1. Based on this standard the Construction Noise Threshold (CNT) was calculated for receptors on existing rounded ambient noise levels. In accordance with this standard, the CNT is set at 70 dBA at no. 19 Berkeley Road.</p> <p>The CNT threshold will be mandated to the contractors as set out in the EIAR. Before commencing works, contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p> <p>Table 13.64 of Chapter 13 also presents the potential significant airborne noise impacts during the construction of Mater Station. At no. 19 Berkeley Road the Construction Noise Threshold set is predicted to be exceeded during a number of the earlier construction phases unless action is taken to mitigate. Mitigation in the form of plant selection, noise reduction at source and the provision of 4m high acoustic hoarding will reduce the impact, although it is possible that some residual impact may remain and would require further consideration in the form of the TII Airborne and Groundborne Noise Mitigation Policy.</p> <p>Prior to commencing construction, the appointed contractor undertaking the construction of the works at Mater will be required to undertake noise &amp; vibration monitoring at representative noise sensitive locations to evaluate and inform the control requirements and take specific noise abatement measures to the extent required and to comply with the recommendations of BS 5228-1 (BSI 2014a). In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1, and specifically Construction Noise and Vibration Management Plan (CNVMP) for Dublin City Council approval. The requirements for the control of Airborne Noise &amp; Vibration are included in section 6.2 Noise and Vibration. TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.</p> |



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|                                                                              |              |          | (8) continued                                                        | <p>Groundborne Noise and Vibration</p> <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project for buildings on Berkeley Road. In summary:</p> <ul style="list-style-type: none"><li>* Predicted levels of groundborne noise during TBM passage is up to 47 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact during the relatively short 2-week duration of the Tunnel Boring Machine - TBM's passage.</li><li>* Predicted levels of groundborne vibration during TBM passage is 0.226 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building and its occupants.</li><li>* Predicted levels of groundborne noise during the mechanical excavation of Mater Station is up to 34 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the building occupants.</li><li>* Predicted levels of groundborne vibration during mechanical excavation of Mater Station is 0.002 ms-1.75, which is lower than the VDV Threshold Level of 0.8 ms-1.75, resulting in a not significant impact on building and its occupants.</li><li>* Predicted levels of vibration during blasting at Mater Station is up to 3.5 mm/s PPV, which is lower than the Threshold Level of 8 mm/s PPV, resulting in a not significant impact.</li></ul> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM. If required, further mitigation involving the potential for temporary relocation during the passing of the TBM can be assessed on a case-by-case basis as referred to in Appendix A14.6, section 2.2 and 4.0.</p> |

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| 9                                                                            | 2. Construction Phase - Noise pollution - Remedy Sought | 3        | <p>d) Constant monitoring of noise levels on site with results made publicly accessible via a website or otherwise provided to residents.</p> <p>e) That the Railway Order be subject to the full and total implementation of all applicable noise pollution legislation, both national and European, at all times during the construction and operational phase. There should be a requirement to provide a plain English document detailing the challenges and responses in this regard, while a regular regime of environmental inspections by DCC should be set at the beginning of the project and residents should be notified of same.</p> <p>f) The Airborne Noise and Ground Noise Mitigation Policy put forward by TII should be subject to review by a liaison committee including representatives from the local community. This document, as currently framed, does not address our concerns and should be rewritten to clearly reflect the obligations that are imposed by legislation, identify how best practice approaches to noise management will be implemented and provide greater clarity around measures such as the potential need for rehousing.</p> <p>g) Comprehensive and meaningful provision for rehousing residents agreed through consultation with affected residents.</p> | <p>d) The Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, a Noise and Vibration Management and Control Plan (NVMCP) will be produced to include for specific working hour measures at sensitive locations. A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. This document shall be prepared and submitted to DCC for approval. A plan will be developed by the contractor for each worksite, including Mater. TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.</p> <p>e) While recognising that works carried out outside of standard hours might cause concern to residents, the impact on the human health around Mater Station as a consequence of the proposed works have been assessed and mitigations considered fully in the EIAR. The relevant chapters of the EIAR, for example Airborne Noise &amp; Vibration Chapter 13 provides information on the relevant assessments carried out and the impact mitigation proposed at this site. Chapter 10 of the EIAR sets out the human health impact assessment, which indicates no residual effects on health at Mater with the proposed mitigation measures implemented for noise (4m high hoarding).</p> <p>As noted in Chapter 13 (Airborne Noise and Vibration), the assessment has been undertaken with reference to the most appropriate guidance documents relation to environmental noise and vibration. There are no statutory standards in Ireland relating to noise and vibration limit values for construction works (or for environmental noise relating to the Operational Phase). In the absence of specific statutory Irish guidelines, the assessment has made reference to non-statutory national guidelines where available, in addition to international standards and guidelines relating to noise and/or vibration impact for environmental sources.</p> <p>Please refer to response item (3) in relation to the Stakeholder Communication Plan. As noted in Appendix A5.1 Outline CEMP, all information on the works will also be available on the proposed Project website.</p> <p>f) As noted in Appendix A5.1 Outline CEMP, any plans which have been approved by TII will be issued to the relevant stakeholders, including the Airborne and Groundborne Noise Mitigation Policy. As noted in item (e) above, there are no statutory standards in Ireland relating to noise and vibration limit values for construction works, and therefore obligations imposed by legislation are not present. The Airborne Noise and Groundborne Noise Mitigation Policy details the criteria for eligibility under the policy for temporary rehousing in section 3.3 of the document.</p> <p>g) Appendix A14.6 Airborne Noise and Groundborne Noise Mitigation Policy details the proposed temporary re-housing measures, including the eligibility criteria and details of compensation. Similarly, TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners.</p> |

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| Letter Re: Observation on a Strategic Infrastructure Development Application |                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                              |                                     |          | (9) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>In cases where parts of properties are occupied, access to the remaining unoccupied parts will be maintained, where it is possible and safe to do so. Protection such as hoarding will be used to ensure that the boundary of any construction site will be maintained, and damage would not occur outside of this boundary. Where damage could not be avoided, it would be repaired.</p> <p>Information regarding any situations requiring relocation and the process for financial compensation for property impacts directly related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10                                                                           | 2. Construction Phase - Air Quality | 3        | <p>National Policy Objective 64 of the 2040 Project Ireland 2040 National Planning Framework is to "<i>improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas</i> ". In a submission to the Clean Air Strategy as part of the public consultation, the Public Health Institute of Ireland stated that they "<i>would strongly recommend that the Department adopts WHO recommended emission standards and benchmarks for air quality in Ireland. No level of air pollution is considered safe and so WHO emission standards provide a gold standard against which air quality in Ireland should be compared.</i> "</p> <p>These standard values are focused on the protection of human health, but the Railway Order contents itself with references to measures that "should" mitigate the worse effects rather than stronger language that would guarantee that the measures will be effective and "will" mitigate impacts.</p> <p>Remedy Sought: h) Constant monitoring of air pollution levels and results made publicly accessible via a website or otherwise provided to residents. There should be discrete, measurable obligations that form part of the planning permission. Air quality monitoring standards for the Mater stop construction should be brought in line with WHO recommended emission standards and benchmarks.</p> <p>i) In respect of any and all breaches of noise, light or air quality standards, the PPP Co./contractor should be subject to significant financial penalties that are used to compensate residents.</p> <p>j) That electric vehicles are used to minimise noise and air pollution in the area.</p> | <p>Please refer to the EIAR, Chapter 16 Air Quality, section 16.3.2 Relevant Guidelines, Policy and Legislation, which discusses the Environmental Protection Agency (EPA) guidelines that were considered and consulted in the preparation of this Chapter.</p> <p>h) EIAR Chapter 16 (Air Quality), assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for the Mater Station site being:</p> <ul style="list-style-type: none"><li>- Earthworks - Large;</li><li>- Construction - Small;</li><li>- Trackout - Large;</li></ul> <p>This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>As specified in the response item above, before commencing relevant works, the Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan will also be produced to include for specific working hour measures at sensitive locations. This document shall be prepared and submitted to DCC for approval. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater. The plan will be developed by the Contractor and for each worksite shall include:</p> <ul style="list-style-type: none"><li>* An inventory and timetable of activities which may give rise to emissions or dust;</li><li>* Alert levels and system to be used (including notification process);</li><li>* Details of control measures;</li><li>* Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li><li>* Details of the air quality reporting requirements.</li></ul> |

| Submission No.                                                               |                                         |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                                                              |                                         |          | (10) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"><li>•Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>•Liaison with local authorities and community groups;</li><li>•Hoarding will be provided around the construction compounds; and</li><li>•It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li></ul> <p>i) As noted in response item (9, e) above, there are no statutory standards in Ireland relating to noise and vibration limit values for construction works (or for environmental noise relating to the Operational Phase). In relation to air quality, when dust minimisation measures are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. The construction phase of the assessment identifies a generally negligible impact on air quality in the vicinity of the proposed Project. Therefore, overall, it is considered that the residual effects with the EPA Guidelines and considering the likely effects of emissions from the proposed Project construction, the likely effects overall are considered Neutral, Not Significant and Medium-Term. While there is no statutory basis for TII to impose financial penalties, the conditions of the RO will be legally binding on the contractor.</p> <p>j) Chapter 6 (MetroLink Operations and Maintenance) confirms that the rolling stock will be fully automated, and therefore will operate in a sustainable and environmentally manner. As presented in Chapter 16 (Air Quality), the air dispersion modelling assessment has found that in 2035 when the Project is operational, no receptors will have ambient air quality exceedances of the ambient air quality standards. Chapter 16 Air Quality, section 16.5.3.11, identifies that there are no substantial emissions within the tunnels as the trains or the operations do not generate significant emissions to air, therefore the main emission of ventilation shafts in normal operation is akin to warm air. The street level location of the grilles associated with the ventilation shafts is designed to minimise effects on pedestrians and near buildings. They are often situated in slightly elevated median strips (30cm) for drainage purposes or within green spaces, out of the normal transit of pedestrians or other sensitive receptors. Inlet and outlet ventilation grilles are separated in order to minimise the possibility of air recirculation. Consideration is also given to the potential for air pollution to enter from vehicles through the air intake system, in particular in more urban areas where pollutant concentrations are higher. Within the stations a system with air-quality sensors and ventilation controls can be utilised in order to ensure air quality within underground stations remains comfortable and at safe levels for human health. The assessment of noise during the Operational Phase of the Project (as presented in Chapter 13 Airborne Noise and Vibration) indicates that the calculated rail noise levels across the proposed Project are therefore not significant in terms of any widespread community disturbance and results in a not-significant to slight impact when added to the prevailing noise environment.</p> |
| 11                                                                           | 2. Construction Phase - Light Pollution | 3 and 4  | <p>An increased amount of light in the evening and at night is related to sleep deprivation, stress, anxiety, fatigue and other health problems. The construction compound and vent shaft will be presumably brightly lit to allow work during winter evenings. Again, as residents, our health is being jeopardised without any consultation or consideration.</p> <p>Remedy Sought: k) Planning permission conditions to ensure that there is no over-illumination, glare or light clutter on site and that lighting impacts be minimised with any and all floodlights turned off immediately at close of allowable construction period. Details of what measures will be taken in this regard should be provided to residents.</p> | <p>Light pollution can be a problem on construction sites where new or temporary lighting is installed and large areas flood lit, causing over illumination and nuisance. For construction sites to work effectively and safely, it is important that the sites are well lit, either by natural or artificial lighting. Lighting on MetroLink will therefore be designed to ensure that any artificial light emitted from a site does not prejudice health or create a nuisance. In the case of the site at Mater, the site lighting will be contained within the 4m high hoarding proposed at this location for the purpose of noise mitigation, with task lighting only used during the standard working hours. Outside of standard working hours and in the hours of darkness, site lighting similar to local street light will only be required and for the purposes of site security and access provision.</p> <p>Lighting will be positioned and directed so as not to intrude unnecessarily on adjacent buildings and land uses and to avoid unnecessary interference with local residents or passing road users.</p> <p>To ensure the light levels on construction sites are appropriate, the good practice use of light or lux meters to measure and check actual lighting levels on-site will be adopted. Measured values will be compared with relevant guidance for lighting in the workplace (refer to the EIAR Appendix 5.18, Construction Lighting). This would ensure that light pollution is mitigated whilst workers are protected with a safe level of lighting.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| 12                                                                           | 2. Construction Phase - Vermin                        | 4        | <p>l) Plan for vermin management communicated to residents likely to be impacted.</p> <p>m) Provision made for rehousing during construction phases where there is a risk of vermin infestation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE) when handling infected animals are important actions for prevention of Leptospirosis (or Weil's Disease).</p> <p>While rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. It could be argued that with the rodent control policies in place, there will be a reduction in the level of rodents and the subsequent risk associated with Leptospirosis. As there will be no increase in vermin numbers and more likely a decrease because of vermin control measures, there will be no resulting increase in vermin transmitted disease over and no significant adverse effect on human health. Therefore, provisions for rehousing as a result of risk of vermin infestation are not required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 13                                                                           | 2. Construction Phase - Structural Impact on Property | 4        | <p>Number 19 Berkeley Road is typical of the residential housing stock in the area in that it is a two-storey red brick Victorian terrace house which, in keeping with the construction methods of the time, was built without deep foundations. The consequences of tunnelling, boring, blasting, and other heavy construction work in such close vicinity to the house is a cause of great concern. Again, it is important to stress that we will be exposed not only to the main construction works but a subsidiary project that will involve piling works and would seem to be significant in and of itself.</p> <p>Remedy Sought:</p> <p>n) Given the proximity of our house to the construction site, much greater clarity is required as to the structural risks being imposed. An obligation should be placed on the authorities bring forward this project to cover the reasonable costs of securing independent legal and engineering advice.</p> <p>o) A requirement of planning should be that some form of insurance bond should be lodged for 19 Berkeley Road and other similarly affected properties. This would be drawn on in the event that remedial work is necessary following construction and during the operation of the Metrolink and would protect residents in the event that the construction company cannot or will not compensate residents for damage. This should be separate to any other insurance that may be entered into by the PPP Co./contractor. Given issues that have emerged with regard to defective building works with serious health and safety implications (mica, apartment defects) and lack of redress for those impacted, we feel it is critical given the scale of this project, that individual homeowners are reassured that they are completely protected in the case of loss or damage.</p> | <p>n) A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design.</p> <p>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties. The results of the assessment provided in Table 5.2 shows that your property Ref AB-47 has been assessed as falling within the '<i>Slight</i> ' category. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category. As your building falls within Damage Category 2 or below, no protection works are anticipated for this building. However, as the foundations of your property are shallow, a Phase 3 assessment will be undertaken by the appointed Contractor on your property, the results of which and any requirements for monitoring and/or other mitigations that eventuate from that assessment will be shared with you in advance of commencing works.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>o) Please refer to response item (9) above related to POPS.</p> |

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| 14                                                                           | 2. Construction Phase - Access | 4        | <p>It appears that Construction Site B may impinge on pedestrian access to our home from Berkeley Road. The construction schedule suggests that Site B will be in operation for an extended period over two phases of the project. As well as personal access, this may make it difficult to arrange waste collection, meter readings, social or business visits, etc. Further, street parking outside the property will be permanently lost because of the project. This is a future cost that must be borne by us as residents and which will create difficulties for both for social and business visitors.</p> <p>Remedy Sought: p) That planning permission should make provision for unfettered street access to 19 Berkeley Road at all times and set out how waste collection, visits etc will be facilitated over the course of the construction period.</p> | <p>Whilst full access will be limited for a period of up to one year, it is not anticipated that construction works will prevent pedestrian access to any properties, 18 through to 22 Berkeley Road, while constructing the ventilation shaft structure outside 18 &amp; 19 Berkeley Road.</p> <p>Around the proposed Mater Station Works, Chapter 5 of the EIAR, MetroLink Construction Phase, details that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to residential properties and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.</p> <p>The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>Regards parking availability, this is also covered by the EIAR in Chapter 9, section 9.6.1.2.4.5, Parking and Loading Construction Impact Assessment, with particular detail provided in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.7.</p> <p>There will be slight impacts for loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities (loading bays outside 16 &amp; 17 Berkeley Street) and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost through the phasing of the work.</p> <p>During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC.</p> <p>During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated.</p> <p>Proposed mitigation for the loss of parking on Berkeley Road will include monitoring of closures, considering if they are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> <p>Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the Station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact.</p> |



| Submission No.                                                               |                        |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| Organisation Name or Name of Submitter                                       |                        |          | Andrew Conlon and Maeve Fitzpatrick (19 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                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| 15                                                                           | 3. Location and Design | 5 and 6  | <p>The EIAR explicitly states at 4.9.23 that "<i>The station facilities at ground level will be integrated with the existing urban environment.</i> " As can be seen from the photomontages provided on the Railway Order application, this is not the case. The Mater station and associated infrastructure is obtrusive and unsympathetic to the Architectural Conservation Area within which it is sited. The design is of the proposed development is entirely out of character with the general appearance and character of the existing Victorian streetscape and the facade of the Mater Hospital. The industrial design and materials proposed are quite different to the surrounding buildings. The station and various associated work are extremely visually intrusive and will be the dominant feature of the Eccles Street/Berkeley Road intersection. It will irreversibly affect a unique and beautiful streetscape. This is contrary to good planning as identified in the EIAR itself, while the impact on residents in 18-22 Berkeley Road is especially pronounced as the station is just a few metres away and positioned in the direct line of front windows, thus having an extremely negative impact on the visual amenity of the area and house.</p> | <p>TII disagree that the station infrastructure is obtrusive and unsympathetic to the Architectural Conservation Area at this location. TII fully recognise the important heritage and architectural connotations of this location that have been considered in detail in the development of the Station layout at Four Masters Park.</p> <p>In commissioning the internationally renowned architect Nicholas Grimshaw and Partners, TII are confident that the proposals details will deliver a contemporary station at Mater which is appropriate for a state of the art metro system such as MetroLink. Appropriately, significant emphasis is placed on the public spaces. The Mater 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 (Referred to in EIAR Chapter 26, section 26.7), 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. 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> <p>The Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none"><li>* Realignment of the Four Masters Memorial;</li><li>* Rearranging the footpath to provide enough pedestrian space for the main entrance;</li><li>* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and</li><li>* Replacement of existing trees.</li></ul> <p>As detailed in Chapter 26 (Architectural Heritage), following the completion of the construction of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations to facilitate ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. The existing garden and grotto adjoining and within the grounds of St Joseph’s Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals with proposed trees. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front. To ensure the protection of architectural heritage throughout the alignment, a Project Conservation Architect has been engaged to oversee the implementation of the Project. A specialist Heritage Works Contractor will also be appointed to remove, store and conserve and constraints during the construction phase, to ensure they are protected for reinstatement prior to the Operational Phase.</p> <p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Existing monuments and protected railings will be relocated within the park. Large mature trees will be placed so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design.</p> |

| Submission No.                                                               |                        |          | 009                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                       |                        |          | Andrew Conlon and Maeve Fitzpatrick (19 Berkeley Road, Phibsborough)                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 16                                                                           | 3. Location and Design | 6        | While reinstatement of a portion of the park is welcome, it noted that the plan does not make provision for planning mature trees so it will be approx. 7-10 years after planning that the park will resemble the layout in the landscape diagrams. | EIAR Chapter 27 (The Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. As noted during the operational phase at Mater Station, on completion of the station box, the surface features will be substantially reinstated as per the project description (please refer to response item (15) above). The Park and its surroundings will be updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street, will again impart the tranquil qualities of the existing condition. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 17                                                                           | 3. Location and Design | 6        | There are no images of the Metro when closed so it is not clear whether the large canopy overhang on the Metro will provide a level of shelter which will be sufficient to encourage street drinkers to congregate.                                 | <p>All of the stations on MetroLink are gate-secured closed outside of normal operating hours. The entrances to Mater station will be gated with grilles incorporated into the canopies which will be lowered and locked at the end of the operational day and opened in the morning. Additionally, outside of normal operating hours, the public lifts will not be available for use. Please refer to section 6.8.3.3 of EIAR Chapter 6: MetroLink Operations &amp; Maintenance.</p> <p>When open for operation, MetroLink has been designed as an open system for passengers, so that people can walk through the station and onto the platforms without obstruction. The PSDs (Platform Screen Doors) will stop people accessing the track from the stations. A security fence will be installed along the whole of the above ground sections of the railway and at the tunnel portals. One of the outcomes of the architectural and urban realm design is 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. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation. The ACID (Access control and intrusion detection) system will also identify intruders trying to enter locations where unauthorised access is prohibited. Subject to a Data Protection Impact Assessment and compliance with the General Data Protection Regulation, there will be a single CCTV system and a single ACID system serving all stations, tunnels, substations, and depot, and managed from Dardistown Depot.</p> |
| 18                                                                           | 3. Location and Design | 97       | The risk of noise pollution from the crossing located outside no. 21 Berkeley Road is of concern.                                                                                                                                                   | <p>The demand for the use of the proposed pedestrian crossing on Berkeley Road will be linked to the MetroLink services hours which are expected to run between 05:30 and 00:30 for 365 days per year, with more trains added into service at peak times. The noise impact on the surrounding environment as a consequence of the proposed pedestrian crossing will be insignificant in comparison to the noise that already exist in an urban area.</p> <p>EIAR Chapters 13 (Airborne Noise and Vibration) and 14 (Groundborne Noise and Vibration) present a comprehensive and detailed assessment of operational groundborne and airborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated railway noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                               |                                          |          | 009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                       |                                          |          | Andrew Conlon and Maeve Fitzpatrick (19 Berkeley Road, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 19                                                                           | 3. Location and Design - Remedies Sought | 7        | a) A station design that is more visually appropriate for a metro station in a small urban park surrounded by Victorian buildings. There are numerous examples of station design that are much less obtrusive than what is proposed and more in keeping with what residents understood to be an "underground station".<br>b) Relocating the station entrance further into the park so it is less disruptive and respects sight lines/views along Berkeley Road.<br>c) Minimising above ground station infrastructure by removing the 'light wells' which will allow more green space, and using artificial light in the station;<br>d) A requirement to plant equivalent mature trees to those that will be cut down as part of the construction process in order to soften the impact of the station.<br>e) Removal of crossing outside no. 21 Berkeley Road or mitigations sufficient to address noise pollution concerns.                                                                                                                                                                                                                                                                                                                                                                                                   | a) Please refer to response item (15) above in relation to the station architecture and design of Mater Station.<br>b) The entrance to Mater Station is situated at the northwest corner of the park and close to the Hospital access, which is conveniently located to walk to Mater Hospital, St Joseph’s Church and Berkeley Road. The location of the entrance is also a result of the tunnel alignment between Glasnevin and O’Connell Station, in line with the Project objectives of facilitating integration and serving the City Centre.<br>c) Please refer to response item (15) above in relation to the station architecture and design of Mater Station.<br>d) Please refer to response item (16) above in relation to the planting of trees around Mater Station.<br>e) Please refer to response item (18) above in relation to the anticipated impact of the pedestrian crossing on Berkeley Road.                                                                                                      |
| 20                                                                           | 4. Restoration & Operation               | 7        | <p>Given the scale of upheaval and duration of the project, it is essential that funding should be set aside to benefit the local area and restore Four Masters Park to the greatest extent possible once the construction period is complete.</p> <p>There is a lack of detail and clarity regarding the reinstatement of the Four Masters Park following the construction period, with no indication of which body will be responsible for the park upkeep and security. There will be much greater access to the park area than there is currently, which while potentially positive does raise some concerns about anti-social behaviour. The difficulties experienced at some Luas stops highlights the risks in this regard and it is noted that most DCC parks are closed at night for security reasons. We also have concerns about future possible noise pollution from buskers and similar activities.</p> <p>Remedy Sought: a) A dedicated Community Fund should be established to ensure improvements are delivered in relation to the visual amenity and liveability of the local area.<br/>b) DCC to manage the park area following construction<br/>c) No licences to be granted for buskers.<br/>d) No licences to be granted for events without the specific approval of the local Residents Association.</p> | <p>Please refer to response item (15) in relation to the reinstatement of Four Masters Park following the completion of the construction works at Mater Station.</p> <p>a) TII will explore the possibility of providing Dedicated Community Funding, however such funding does not currently form part of our proposals. TII will work with all established Community Groups through the local community liaison offices along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options.</li></ul> <p>Once the works are completed it is intended that the park will be owned, managed and secured by TII. As such there are no plans to facilitate licensing of buskers or other events.</p> |
| 21                                                                           | Oral Hearing Request                     | 7        | We wish to request an oral hearing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Thank you for the submission and request for Oral Hearing. We have reviewed the submission and provided response for the observations/ concerns raised in detail above.</p> <p>An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. An Bord Pleanála may, at its absolute discretion, hold an oral hearing on the Railway Order application. Given the scale and extent of the MetroLink project it is highly likely that an oral hearing will be held similar to past railway order applications. The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála.</p>                                                                                                                                                                 |

| Submission No.                                                                         |                                                               |          | 010                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Organisation Name or Name of Submitter                                                 |                                                               |          | Andrew Whelan (14 Stonepark Abbey, Rathfarnam)                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Observation: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order 0222 |                                                               |          |                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 1                                                                                      | Letter - introduction                                         | 1        | To ensure a proper planning and sustainable Dublin transport solution for the next 50 years, ultimately TII's goal should be a LOA4 (Level of Automation 4) Metrolink spine running North/South.<br><br>This TII railway order is but half that solution.                                                                                                                 | As described in EIAR Chapter 6 MetroLink Operations and Maintenance, section 6.4, it is proposed that MetroLink will operate at Grade of Automation GoA4 (referred to in the submission as LOA4) which means that the trains will be fully automated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 2                                                                                      | Introduction                                                  | 1        | With the utmost of respect I have concerns that the incumbents in TII have unfortunately hamstrung the next generation of designers in two key areas:<br><br>1) The inappropriate selection of Charlemont as the Southern Metrolink Terminus.<br>2) Insufficient airport stakeholder engagement to determine future Capacity enhancements requirements at Dublin Airport. | TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act). The connection from St Stephen's Green to Charlemont / Ranelagh is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028.<br><br>All the observations made by this submission have been responded to, including the rationale for the proposed MetroLink / Luas Green Line interchange at Charlemont and the concern that the proposed Airport Station does not have sufficient capacity.                                                                                                                                                                                                                                                                                                                                        |  |
| 3                                                                                      | 1.0 Executive Summary                                         | 1        | 1) A Luas terminus spur to the St Stephen Green East station (SSE), incorporating a turn back, should be designated the southern Metrolink terminus.                                                                                                                                                                                                                      | A Luas spur to St Stephen's Green East Station (MetroLink SSG station) incorporating a turnback does not form part of the MetroLink project. Whilst such a spur might be considered if MetroLink were to terminate at St Stephen's Green East, it is unlikely that such a spur could be justified, in particular due to the significant additional interventions that would be required within St Stephen's Green Park to accommodate the additional Luas tracks; and it would unlikely be merited from an economic perspective given that the distance between the two stations would be an approximately 480m or 7 to 8 minute walk via the north side of St Stephen's Green Park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 4                                                                                      | 1.0 Executive Summary                                         | 1        | 2) The Metrolink design should incorporate future Airport capacity enhancements without disturbing the operational line.                                                                                                                                                                                                                                                  | TII can confirm MetroLink has been designed and future proofed for the Airport capacity forecast for c.2060 of between 50 to 55 million passengers using Dublin Airport, with MetroLink designed to be capable of carrying up to 20,000 passengers per hour in each direction.<br><br>Furthermore a detailed microsimulation analysis has been undertaken in order to confirm that the proposed station at Dublin airport has sufficient capacity. This analysis includes taking account of the capacity of platforms, escalators and lifts for predicted passenger demand during the AM and PM peaks. The forecast demand for passengers at the Airport has been developed with reference to the DTTAS report "Review of Future Capacity Needs at Ireland's State Airports" with the demand at 55 million passengers per annum in the 2057 forecast year. The Airport station design includes for six escalators that will connect ground level with the concourse level and the concourse with the mezzanine, and four escalators that will link the mezzanine and platforms. Six high capacity escalators will connect the street with the platforms, and another six lifts will connect the concourse and the platforms. The proposed station layout including platforms is shown to offer acceptable performance levels for both AM and PM peak hours, and even when 2057+25% is considered, any congestion is within acceptable levels. |  |
| 5                                                                                      | 1.1 Background                                                | 2        | Therefore of note, is the fact that this RO does not give any long term detail to the southern portion of the Metrolink spine.                                                                                                                                                                                                                                            | TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028.<br><br>The scope of the MetroLink Project does not include for a line beyond Charlemont, however, the location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. Further, as noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 6                                                                                      | 1.2 Metrolink Terminus: Charlemont V's St Stephen Green east. | 2        | Southern Terminus:<br>A Luas Terminus spur to the St Stephen's Green station (SSE), incorporating a turn back, should be designated the southern MetroLink terminus.                                                                                                                                                                                                      | Please refer to Response (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |

| Submission No.                                                                         |                                                               |          | 010                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Organisation Name or Name of Submitter                                                 |                                                               |          | Andrew Whelan (14 Stonepark Abbey, Rathfarnam)                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Item No.                                                                               | Section Ref.                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 7                                                                                      | 1.2 Metrolink Terminus: Charlemont V's St Stephen Green east. | 2        | In relation to TII choice of Charlemont over St Stephan Green East (SSE) as outlined in EIAR Volume 2 Chapter 7 Consideration of the Alternatives P63 Section 7.7.8 and Table 7-16. I am sceptical that this future proofing of Metrolink can be achieved at Charlemont.                 | Your observation " I am sceptical that this future proofing of Metrolink can be achieved at Charlemont." is noted. However, TII can confirm MetroLink has been designed and future proofed to accommodate a future extension southward if required.<br><br>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The terminus at Charlemont is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 8                                                                                      | 1.2.1 Is TII transixed on Charlemont?                         | 2        | New Metro North (NMN) has morphed within a revised "draft" GDA strategy - from a light rail tram system to an automated high floor Metro carriage system.<br><br>From operating power supply, to platforms, to segregation issues and carriages, neither transport modes are compatible. | It is not intended to run Luas light rail trams on the Metro system or vise versa. At the time of the Fingal/North Dublin Study (2013) forecasted peak hour demand for the preferred scheme (LR7) was a design capacity of 9,900pphpd (passengers per hour per direction), operated at maximum two minute headways. Subsequent transport modelling carried out on the route between the publication of the Emerging Preferred Route and Preferred Route forecast AM southbound line flows in excess of 18,000 pphpd and forecast PM northbound line flows of 13,500pphpd. This increased transport demand is attributed to the fact that demographic, housing density, employment patterns have all changed since the modelling work to support the earlier scheme. Based on the updated transport demand figures, NTA/TII agreed that the MetroLink baseline design capacity should be increased to 20,000pphpd.<br><br>The capacity of a rail system is the result of the unit capacity delivered by a single vehicle multiplied by the service frequency measured in Trains Per Hour (TPH). Unsegregated rail-based systems have an ability to carry a maximum capacity of 7,000 pphpd, increasing to 11,000 pphpd where a high level of segregation can be achieved. This was the operational concept that was used for LR7. Where demand exceeds this level, metro/light metro systems, which have a capability of carrying up to 20,000 pphpd or more, are the most appropriate system and on this basis NTA/TII defined the appropriate type and level of service for MetroLink to be a fully segregated, high floor GoA4 metro, facilitating a high frequency service with shorter trains and stations than would otherwise be required. More information is available in the Preliminary Business Case, Appendix O, Evolution of MetroLink Alignment, System Capacity and Design.<br><br>It is correct to say that Luas and MetroLink are not technically compatible in so far as it is not intended that Luas rolling stock will run on MetroLink tracks or vice versa, both systems are currently independent of one another. They are however complementary modes forming part of the overall integrated transport strategy for Dublin as described in the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028.<br><br>The compatibility of the systems is derived from their inter-connectivity. As outlined in EIAR 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 2021 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. |  |
| 9                                                                                      | 1.2.1 Is TII transixed on Charlemont?                         | 3        | 1) A L0A4 autonomous Metrolink system joining a manually operated Luas green line is quite evidently portrayed by TII as problematic.                                                                                                                                                    | Whilst connecting and extending the MetroLink service to the Luas Green line is challenging, it is however possible and could be implemented over time. As described in the EIAR Chapter 7, Section 7.7.7, Luas Green Line Deferral, significant works would be required to the existing infrastructure to accommodate the new MetroLink rolling stock and enable full segregation of the route. Notwithstanding the current postponement of this element of works, the option of extending MetroLink services onto the Green Line is retained in the current Transport Strategy for Greater Dublin Area (2022-2042).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |



| Submission No.                                                                         |                                                            |          | 010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Item No.                                                                               | Section Ref.                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| 10                                                                                     | 1.2.1 Is TII transixed on Charlemont?                      | 3        | 2) The Board Inspector must be acquainted with the LGLTI (Luas Green Line Tie in) appraisal study. TII chose Option 4B tie in, however they overlooked the Grand Canal Sewer obstacle - hence option 4B tie in was subsequently shelved. Consequently, NMN and now Metrolink is therefore being left underground with literally nowhere to go or resurface.<br><br>3) Why therefore does TII still profess the long term option of a future Green line - Sandyford tie in?                                                                                                                                                                                                                                                                                                                                                                                         | The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy , section 12.3.10, "The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative proposal which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042. As such, the upgrading of the Green Line to metro standard is not being pursued as part of this strategy. Instead, for this strategy period, the capacity and frequency on the current Green Line from Sandyford northwards to the city centre will be incrementally increased through the provision of additional tram fleet and services and associated turnback arrangements to meet forecast passenger demand."<br><br>As noted by Response (5) above, the location of the interchange at Charlemont does not preclude onward extension south.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 11                                                                                     | Is TI I transixed on Charlemont?                           | 3        | 4) Why bury the TBM head at Option 6 instead of Option 9B (Vol 2 Chapter 7 P 118 Diagram 7.41)?<br><br>5) Why isn't TII retrieving the TBM from a portal at Option 6?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | In addition to the summary information provided in the EIAR Chapter 7, further information on the consideration of tunnel termination options is provided in the EIAR Appendix A7.4, Charlemont Shafts Options Report.<br><br>4) Option 9B has an intervention shaft provided at the south end of its alignment, therefore the TBM could be driven in to the shaft and lifted out. However, Option 9, as noted in Appendix A7.4, Section 5.1, and Table 5.3, would not meet the project objectives and is significantly more expensive, and as such this option was not progressed.<br><br>5) Option 6 does not have a shaft at the south end of its alignment, but instead a side ventilation shaft closer to Charlemont Station, therefore it is more economical to leave the skin of the machine and the cutter head (the metal tube within which the workings of the TBM are contained and the 'head' at the front of the machine that rotates with cutter tools to excavate the tunnel) in the ground at the end of the tunnel and simply remove the inner workings of the TBM. This approach is common on tunnelling projects. The EIAR Appendix A7.4, Section 3.1, provides information on disposal or recovery options for the TBM.                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 12                                                                                     | 1.2.3 Why Charlemont Is not a suitable Metrolink Terminus. | 3        | At the outset I sought to guide ABP to areas that for some unknown reason are lacking in the TII RO documentation. I propose a LUAS Green line terminus spur at St Stephen Green SSE Metrolink and shall now counter TII justification for a Charlemont St Metrolink Terminus.<br><br>TII Position:<br><br>"A shorter interchange walking distance at Charlemont with almost 5 minutes shorter interchange time when compared to St Stephen's Green (Refer to Diagram 7.11 and Diagram 7.12);<br><br>Response:<br><br>A Luas Green line terminus (opposite the Shelbourne Hotel) trumps the interchange distance at Charlemont (Diagram 7.11.). A safe comfortable surface transfer and assured interconnection (with luggage) is a strategic Metrolink bonus for revenue generation from Southside residents.                                                     | TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The connection from St Stephens Green to Charlemont / Ranelagh is supported provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028.<br><br>The reasons why an interchange with the Luas Green Line is preferred at Charlemont is set out by Response (5) above, and described in EIAR Appendix A7.9. This notes that there is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers. |  |
| 13                                                                                     | 1.2.3 Why Charlemont Is not a suitable Metrolink Terminus. | 4        | TII Position:<br>- Charlemont allows for future proofing of the extension of Metro further south, either by way of a connection to the Luas Green Line or an alternative metro route alignment to the south of the city;<br><br>Response<br>Of particular note is the fact that TII chose not to complete tunnel boring to a position directly underneath the Luas line (Option 9B Vol 2 Chapter 7 P 118 Diagram 7.41).<br><br>TII declared position on the "Luas Green Line Deferral" outlined at Vol2 Chapter7 Section 7.7.7. P60- 61 cast's doubt on any future connect to Sandyford.<br><br>An oral hearing would give TII an opportunity to update ABP on a revision to the flawed Option 4B LGLTI (Luas Green Line Tie in) "Appraisal study".<br><br>IMHO a Metrolink terminus at SSE gives better future catchment/alignment options to south city suburbs. | The EIAR Appendix A7.9 Terminus Station at Charlemont compared to St. Stephen's Green, sets out the reasons why MetroLink incorporates a station at Charlemont rather than terminating at St Stephen's Green East. See also Response (5) for compliance with planning documents and Response (11) regarding tunnel termination options south of Charlemont.<br><br>TII disagree that "a Metrolink terminus at SSE gives better future catchment/alignment options to south city suburbs" for the reasons provided in EIAR Appendix A7.9. The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme and the tunnel termination will facilitate a future connection southward.<br><br>Regarding tunnel termination Option 9b, see Response (11) above.<br><br>TII disagree that Option 4B as presented in the New Metro North Green Line Tie-in Study, Options Appraisal Report (March 2017) is flawed. This was an option considered at that time for a continuation of the metro onto the Luas Green Line. Whilst MetroLink proposals have been developed further since that time, the present MetroLink tunnel termination south of Charlemont included in the RO submission would continue to support an extension onto the Luas Green Line as previously envisaged, if required.                                                                                                                                                                                                                                                                      |  |



| Submission No.                                                                         |                                                            |          | 010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                               | Section Ref.                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 14                                                                                     | 1.2.3 Why Charlemont Is not a suitable Metrolink Terminus. | 4        | <p>TII Position:</p> <p>Charlemont bypasses capacity constraints on the Luas on-street running section between St Stephen's Green;</p> <p>Response:</p> <p>"...capacity constraints on the Luas on-street running section between St Stephens Green" are a function of road usage and have nothing to do with where a Metrolink underground Terminus is located. Luas Road usage limits are outlined at Table 7-15 Vol2 Chapter 7 P62-63.</p> <p>Prior to Luas reaching its notional absolute "on-street running" capacity, a decision on a Metrolink South extension would naturally have already been made. A Metrolink extension natural objective, is to relieve pressure on the Luas system.</p> <p>An additional new Luas Terminus at SSE absolutely ensures no capacity/constraints on the on street platforms "between St Stephen's Green". A co-located Luas/ Metrolink Terminus at SSE future proofs the uptake of Metrolink passengers to/from Dublin Airport.</p> | <p>TII do not agree that ""...capacity constraints on the Luas on-street running section between St Stephens Green" are a function of road usage and have nothing to do with where a Metrolink underground Terminus is located." This section cannot accommodate the same level of service increase as that south of Charlemont, where the line has limited interface with road traffic - It is limited to 7000 passengers/hr. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers. It is important to note that once the street running section of Luas reaches capacity, there is limited opportunity to improve that section of the alignment as explained by Response (18) below.</p> |
| 15                                                                                     | 1.2.3 Why Charlemont Is not a suitable Metrolink Terminus. | 4        | <p>TII Position:</p> <p>Charlemont provides additional public transport connectivity to key trip attractors south of St Stephens Green, with high demand for services in this area predicted.</p> <p>Response:</p> <p>Charlemont will continue to "provide additional....." with "high demand for services" from an enhanced Luas System from SSE Metrolink Terminus.</p> <p>TII Position:</p> <p>Charlemont provides additional fare/revenues collected with a favourable Cost Benefit ratio likely;</p> <p>Response:</p> <p>A comfortable connection between Luas and Metrolink for Airport Passengers (with luggage) will seal additional revenue success. Both are naturally achieved with a new SSE Luas Terminus.</p>                                                                                                                                                                                                                                                   | <p>In addition to Luas street running being constrained (see Response (14) above), and as outlined by Response (13) above, the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>It is also important to note that MetroLink is not just an Airport link, it serves a number of destinations along the route, provides much needed transport improvements to areas north of the Airport including Swords and wider afield via the provision of the Park and Ride at Estuary, provides key interchanges with DART at Tara Street and Glasnevin, as well forming part of the wider integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040.</p>                                      |
| 16                                                                                     | 1.2.3 Why Charlemont Is not a suitable Metrolink Terminus. | 5        | <p>TII Position:</p> <p>Charlemont avoids more significant environmental impacts on St Stephens Green.</p> <p>Response:</p> <p>Neither St Stephen Green East (SSE) Metrolink location nor its internal design are changing. An underground "turn back" shall obviously be required so TII could elaborate on the "more significant environmental impacts" comment at an ABP hearing?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII note that St. Stephen's Green is designated as a national monument. EIAR Appendix A7.9 provides information on the comparison between Charlemont and SSG East as the MetroLink southern-most interchange station.</p> <p>Further, if the scheme were to terminate at St Stephen's Green, it would be important to determine where the next station south of St Stephen's Green would be located for a future extension as required in the Transport Strategy for Greater Dublin Area (2022-2042). With single bore tunnel configuration, the maximum distance between stations is 1,000m. If the distance between stations extends beyond 1,000m there is a need for an intervention shaft or separate escape tunnel. Selecting a different station location other than Charlemont within a 1,000m arc south of St Stephen's Green Station will be challenging given the limited space available for a station within this area and it is reasonable to assume that the Station may be located outside the 1000m arc, thus requiring the construction of an intervention shaft similar to that currently proposed at Albert College Park between St Stephen's Green and the proposed station location.</p>                                                    |

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| 17                                                                                     | 1.2.4 Why St Stephens Green SSE Metrolink Terminus is suitable. | 5        | <p>It's obvious why Dartmouth Square residents don't want Metrolink. Charlemont has the propensity to become the Southside's one stop drop off / pick up point for Airport Bound passengers.</p> <p>Southside Airport Passengers will naturally seek to avoid DAA Long term Car park fees or exorbitant round trip Taxi Fares. Therefore the true success of Metrolink is dependent on an assured airport passenger connection particularly with a southbound LUAS.</p> <p>So how does TII overcome future capacity issues with on street Luas platforms whilst endeavouring not to be overwhelmed by a naturally expanding Green Luas line coupled with additional projected DAA enhanced airport capacity demand?</p> <p>Answer: ABP to condition TII to create a new Luas Green Line terminus at the SSE Metrolink terminus.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that “Charlemont has the propensity to become the Southside's one stop drop off / pick up point for Airport Bound passengers” as this is not borne out by our transport analysis. Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> <p>When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>In terms of passengers from the south of the city using Metrolink, the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro. (Response (18) below addresses the suggestion of increasing this section of the line to twin track running).</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR). Response (5) and (12) above further explains the reasons why Charlemont is the preferred interchange with the Luas Green Line.</p> |
| 18                                                                                     | Why St Stephens Green SSE Metrolink Terminus Issuitable.        | 5        | <p>If the ABP inspector walks the ground on the Northern side of St Stephens Green one can see the original Luas Green line turn back.</p> <p>What if this Northern stretch was upgraded to twin tracks, extended and designated a Luas (Southbound only spur). The benefits of this spur are as follows;</p> <ul style="list-style-type: none"><li>• The Transfer time from Luas to Metrolink shall reduce the minimal connectivity distance extolled by TII at Charlemont.</li><li>• The Luas/SSE transfer is at surface level making luggage transport safer and more comfortable.</li><li>• All Southbound Metrolink passengers are assured of near empty trams at the new SSE Luas terminus opposite the Shelbourne Hotel.</li><li>• Southbound Metrolink Airport passengers (seeking assured Luas seats) won't now have to transfer from O'Connell St Metro to Luas Parnell, therefore freeing up Green Line commuter space exiting the city centre.</li><li>• Dedicated Northbound Green Line "SSE Metro Terminus" trams dovetailing with peak airport hours, will deter City Centre bound passengers from boarding.</li><li>• An Express Metrolink service SSE-Airport with limited stops during Airport peak hours shall allow greater Luas Metro uptake connection along the Sandyford line, thus easing pressure on the M50 to the Airport.</li></ul> <p>Were the ABP inspector to delete the Charlemont Metrolink terminus from this RO then all is not lost.</p> <p>TII still have the option to extend the SSE line by 390m, extract the TBM and incorporate a ventilation shaft / emergency stairwell for turn back tunnel staff. The ideal location for these works are adjacent to the Iveagh Gardens or outhouses at the Southern end of the NCH.</p> <p>Future Metrolink stops options are Portobello thereafter Central Rathmines whilst Line Curvature from Charlemont may restrict / necessitate having to bypass central Rathmines?</p> | <p>Please refer back to Response (5) that explains the reasoning for why an interchange with the Luas Green Line is proposed and preferred at Charlemont. This includes that by extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro. If a new Green Line terminus was provided at St Stephen's Green as suggested, it would still be constrained by the capacity limited on-street running section between St Stephen's Green and Charlemont, thereby necessitating additional tracks as noted by the observation. The provision of additional tracks will further impact the existing road network, and that assumes that additional tracks can be accommodated within the existing space constraints, as well as requiring significant, and challenging modification and expansion to the Charlemont Green Line Stop and beyond, noting that it is located on an elevated section and embankment, if Charlemont Stop is not to be come a bottleneck for the service. As a result, additional Luas lines between St Stephen's Green and Charlemont is not preferred over the proposed MetroLink solution.</p> <p>As noted previously, if the scheme were to terminate at St Stephen’s Green, it would be important to determine where the next station south of St Stephen’s Green would be located for a future extension as required in the Draft Transport Strategy for Greater Dublin Area (2022-2042). With single bore tunnel configuration, the maximum distance between stations is 1,000m. If the distance between stations extends beyond 1,000m there is a need for an intervention shaft or separate escape tunnel. Selecting a different station location other than Charlemont within a 1,000m arc south of St Stephen’s Green Station will be challenging given the limited space available for a station within this area and it is reasonable to assume that the Station may be located outside the 1000m arc, thus requiring the construction of an intervention shaft (similar to that currently proposed at Albert College Park) between St Stephen’s Green and the proposed station location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 19                                                                                     | 1.2.5 The Customer votes with their feet? | 6        | <p>TII engineers make no reference to the passengers experience when interfacing with Metrolink. Airport passengers with suitcases are expected to interchange with the Luas Green Line at Charlemont. Its strange that no mention is apparently made within the RO to a Luas Red line interchange point?</p> <p>A TII appraisal team looked at the various options on how passengers shall transfer at Charlemont. Four Options are outlined at EIAR Vol 2 Chapter7 P113.</p> <p>"Option 1 was the preferred option as it reduced the potential for a setting impact on the Carroll's Building (when compared to option 2)". No doubt this is of little comfort to passengers who in perpetuity shall haul suitcases up a flight of stairs to the Charlemont Luas Southbound Platform.</p> <p>A connecting link for Southside residents is critical to the success of Metrolink- A minimal stairwell just doesn't do it.</p> <p>Given TII projected capacity expansion of the Luas Green Line, pressure will continuously mount on the southbound uplift carrying capacity/ capability of Metrolink passengers at Charlemont. So is Charlemont interchange really suitable for southbound airport passengers to 2042? Will there be even space then on a Southbound Luas exiting the city?</p> | <p>TII have carefully considered the interchange between the Luas Green Line and MetroLink at Charlemont. A microsimulation VisWalk model for the immediate area surrounding Charlemont Station during the operational phase has been developed. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. A lift will also be provided at this location for passengers with luggage or of restricted mobility. Both the stairs and lift are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>TII would note that they have provided an interchange that has been designed to provide the capacity required to meet the Project requirements to carry up to 20,000 Passengers Per Hour Per Direction (pphpd) at peak hours.</p> <p>Interchange with the Luas Red Line is provided via the Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 20                                                                                     | 1.2.5 The Customer votes with their feet? | 6        | <p>Finite Tram floor space capacity.</p> <p>A Luas tram has a maximum capacity of 408 passengers. Conservatively, assuming the Luas exclusively had airport passengers, then the usable floor area reduces to 408 + 2 (as each passenger would invariably hold a pull along suitcase). This finite Luas minimum capacity (204) may determine where passengers will actually strive to connect from Metrolink to LUAS.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The transport network capacity and interchange locations have been defined for the Project based on complex and detailed modelling of the transport network as a whole using the NTA Eastern Regional Model. The model incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data, including those travelling to and from the airport. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts. The scenarios modelled also include for the implementation of other committed schemes, such as the Luas Green Line Capacity Enhancement scheme, and therefore does not utilise the current Luas capacities.</p> <p>Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station section 5.1.1.4 presents the volume of passengers interchanging with other public transport modes at Charlemont Station for the AM and PM peak hours in 2035, 2050 and 2065. It is noted that the Luas Green Line at Charlemont runs every 15 inutes or better, representing a minimum headway of 4 services per hour. As detailed, interchange at Charlemont is characterised by high flows to and from the adjacent Luas stop, as well as to and from the Bus network. Modelling indicates approximately 900 passengers transferring either to or from Luas in the opening year during the AM and PM peak hours, and up to approximately 1,200 passengers transferring both to and from Luas in 2065 in the AM and PM peak hours. As a result, with the proposed capacity enhancements in place, it is antipated that the Luas will be able to provide for these interchange passengers.</p> |  |

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| 21                                                                                     | 1.2.5 The Customer votes with their feet? | 7        | <p>ABP field study.</p> <p>Prior to a possible Oral hearing I would encourage the ABP inspector to view the premier transfer route for South Dublin residents who seek to connect with Metrolink at Charlemont. Senior citizens (bound for Dublin Airport with luggage in tow) will have difficulty navigating the confines of this minimalist stairwell.</p> <p>In essence the stairwell and new (replacement?) single lift facility at Charlemont is neither adequate nor suitable for the projected peak flow transfer passenger volumes to 2042. Having studied the Luas and Metrolink network, astute southbound airport passengers may decide that the best option to connect with suitcase is where Southbound Luas Green line passengers disembark.</p> <ul style="list-style-type: none"><li>• The first logical assured link is Metrolink O'Connell St - Luas Parnell St.</li><li>• Metrolink SSE- Dawson St is second in order to overcome any station street congestion issues predicted at the St Stephen Green Luas Stop.</li><li>• The Last option is for passengers to remain on Metrolink to the Charlemont terminus. (Assuming one wants to haul a suitcase up a flight of stairs, take one's chances alongside fellow airport passengers in boarding a southbound Luas tram that's projected to increase its passenger volumes existing the city).</li><li>• Airport Passengers travelling southbound may also have boarding restrictions and no doubt shall invariably remain adjacent to tram doors (with suitcase) thus making for an awkward journey for all customers</li></ul> <p>If there is a slight truth to this portrayal of the Charlemont Southbound Luas platform experience then ABP must reflect on the exact reasons why TII are adamant that Charlemont beats SSE as the preferred terminus. Is it because the NTA have invested large funds in carrying out enabling works at Charlemont before submitting a Railway order? Is it face saving for TII executives? How realistic is Metrolink ever really going to connect with Luas?</p> | <p>Please refer to Response (19) above that explains that a lift is provided at the Charlemont Luas Green Line Stop for persons with luggage or of restricted mobility.</p> <p>Please also refer to Responses (5) and (12) above that explains the considerations and reasons for why an interchange with the Luas Green Line is preferred at Charlemont.</p> <p>Finally TII would note that the station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required. As such it was consistent with proper planning and sustainable development at this location.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 22                                                                                     | 1.3 TII Metrolink RO                      | 7        | <p>A) Future Expansion of the line when in full operational mode:</p> <p>The TII RO submission fulfils its own self brief and that of a "DRAFT" GDA transport strategy plan. Future expansion of the Metrolink line is conveniently outside the "scope of this project". Therefore one asks ABP to ascertain by way of an oral hearing how further extension of the North/ South Spine shall tie in with the operational line that terminates 350m south of Charlemont.</p> <p>For instance:</p> <ul style="list-style-type: none"><li>• If future expansion is professed by TII, then why isn't the TBM head retrieved via a portal?</li><li>• Are there any environmental effects to ground water resulting from a buried TBM?</li><li>• It's obvious that spoil from future boring must be extracted in a southerly direction, therefore how shall the future tunnel be mined/joined when an advancing TBM head meets a sealed buried TBM head?</li><li>• The RO outlines various curvature radii options between TARA St and SSE. A new station located south of Charlemont must therefore lie within a tolerance arc e.g. (The minimum permissible 80km/hr track curvature radii line commencing 350m South of Charlemont). Would this defined Arc eliminate a future connection to a major suburb, eg Central Rathmines?</li><li>• Would a SSE terminus not give Metrolink South better catchment potential whilst diverging from Luas heading south?</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The GDA Transport Strategy is clear regards the future possible extension of the metro. The connection from St Stephens Green to Charlemont / Ranelagh is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). No onward extension is planned at this time, however the need for future extension will be addressed with reference to prevailing circumstances at each Strategy/Development Plan review. Such policy is not within TII's remit.</p> <p>The GDA Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <ul style="list-style-type: none"><li>• Response (11) explains why the TBM is left in the ground, noting that this approach is common to tunnelling projects and the location of the TBM is clear of a future tunnel extension.</li><li>• There are no environmental effects on the ground water. Noting the TBM will be used to construct the running tunnel from Northwood to Charlemont, there will be no materials that will have an environmental impact on groundwater. Whilst also noting that the inner workings of the TBM will be dismantled and removed on completion of the tunnel drive.</li><li>• There are a number of options available for making the connection, as noted by Response (11) there is nothing unusual with such an approach, or the requirement to make a future connection. It is actually very common for underground metros to be progressively extended. Should planning permission be sought and granted for further extension in the future, it may be likely that sprayed concrete would be used to make the connection between what will be the existing MetroLink tunnel and any future metro tunnel, and depending on the precise connection, if required, parts or all of the cutter can be cut out if required.</li><li>• Response (18) explains why provision for an extension immediately to the west of Charlemont is not deemed to be necessary.</li><li>• Response (17) above explains why the section of the MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme.</li></ul> |

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| 23                                                                                     | 1.3 TII Metrolink RO                                                                        | 8        | <p>B) Passenger Integration Option 1 between Luas and Metrolink at Charlemont.</p> <p>Option 1 was chosen as the preferred route citing minimum transfer times. This begs the following question;</p> <p>Who is minded to disembark from a Northbound Luas at Charlemont when one is so close to the City Centre?</p> <p>Inevitably the answer would predominately be local employees or Airport bound travellers, certainly not city centre shoppers / workers or commuters.</p> <p>Therefore it's vital that the connection with Luas must primarily suit Airport Bound passengers with suitcases. Charlemont doesn't do it!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The connection from St Stephens Green to Charlemont / Ranelagh is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028.</p> <p>Clearly any passenger travelling northbound on the Green Line who is able to stay on the Luas to reach their desired destination will not change to MetroLink. The modelling referred to by Response (20) above takes account of this. It is also important to note that MetroLink is not just an Airport link, it serves a number of destinations along the route, provides much needed transport improvements to areas north of the Airport including Swords and wider afield via the provision of the Park and Ride at Estuary, provides key interchanges with DART at Tara Street and Glasnevin, as well forming part of the wider integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Finally as noted by response (19) the interchange at Charlemont has been designed to take account of predicted passenger numbers, including the provision of a lift to assist persons with luggage or of restricted mobility. It is therefore not correct to infer that MetroLink is simply an Airport Link, the purpose of the Project and its legacy will have far more reaching benefits than this.</p> |  |
| 24                                                                                     | 1.3 TII Metrolink RO                                                                        | 8        | <p>C) Where will Metrolink go?</p> <p>The million euro question. One wonders how many worldwide Metro systems terminate underground with no strategic decision on where the line eventually resurfaces. "Fail to prepare...prepare to fail", In my humble opinion, a flawed weak decision to terminate at Charlemont does not bode well for a future Southern Metrolink spine</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028, and including flexible options for extending the line. TII have designed Metrolink to comply with this policy, which has been fully adopted and to which An Bord Pleanála must have regard. Please also refer to Response (5) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 25                                                                                     | 1.4 Ideal Integration between Metrolink the Luas Green Line and future Metrolink potential. | 8        | <p>As the notion of ever linking Metrolink to the Luas Green Line fades, attention will no doubt gather pace as to where Metrolink Southern spine shall terminate.</p> <p>Were ABP to designate SSE as the Metrolink Terminus then the next future Metrolink stop could be Portobello, thereafter central Rathmines, before Metrolink continues routing to areas outside of the current Luas Green and Red lines catchment areas.</p> <p>The important thing is to future proof Metrolink. Charlemont doesn't do it and if TII were honest they would probably say the same in private.</p> <p>ABP are respectfully asked to consider southbound airport passengers with luggage when deciding on a suitable Metrolink / LUAS connection point. Dedicated Luas trams modified with overhead luggage compartments would add additional appeal to the SSE- Sandyford line.</p> <p>My proposal for a Luas Green line Terminus spur at SSE ticks all the boxes and opens up the South Central Suburbs for future line extension/connection to Metrolink. A future northbound bore can terminate and connect with Metrolink at the temporally sealed Iveagh Gardens Portal.</p> | <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028, and including flexible options for extending the line. TII have designed Metrolink to comply with this policy, which has been fully adopted and to which An Bord Pleanála must have regard.</p> <p>Response (18) explains why provision for an extension immediately to the west of Charlemont is not deemed to be necessary.</p> <p>TII do not agree that MetroLink is not part of wider future integrated strategic planning as explained by response (24) above.</p> <p>Response (23) explains that MetroLink is more than just a link to the Airport, whilst Response (19) outlines the transport modelling that has been undertaken to inform the design of the interchange with the Luas Green Line, noting the provision of a lift for passengers of restricted mobility, including those with luggage.</p> <p>Finally, and importantly, responses (5) and (12) explains the reasoning for why an interchange with the Luas Green Line is proposed and preferred at Charlemont, whilst noting the constrained on-street running capacity between St Stephen's Green and Charlemont means there is a limit to the capacity that can be provided by the existing Luas Green Line, or space to provide additional surface Luas lines and increase the size of Luas stops, noting Charlemont Stop is elevated and on an embankment (also see Response 18).</p>                                                                                                                                                            |  |



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| 26                                                                                     | 2.0 Insufficient airport stakeholder engagement to determine the future Capacity | 10       | <p>1) Dublin Airport Metrolink platform size</p> <p>The Metrolink RO treats Dublin Airport as a normal in-line station. Every Metrolink passenger embarking or disembarking Metrolink at Dublin Airport shall invariably have luggage in tow. Therefore this station is without question the most critical on the network in respect of platform space.</p> <p>DAA, with the undoubted approval from FCC plan to expand the Airport from 32 to 40mppa (by 2030) thereafter to 55mppa, will guarantee that Dublin Airport Station platforms will be the first stress test Metrolink constraint.</p> <p>What is the theoretical safety limit for passengers entering the Station, - to cover simultaneous transit movement from both 65m length platforms? Is it the maximum carrying capacity of inbound and outbound MetroLink carriages, 1000 or the equivalent 500 passengers with suitcases?</p> <p>I believe that the proposed 65m platform (with only single sided entry/exit points) may not suffice for peak aircraft wave returns to Dublin Airport.</p> <p>For passenger comfort the station box should either be extended into two segregated 65m sections for separate in line arrival and departure platforms OR this unique pinch point station should incorporate an additional central island platform thus segregating the proposed 65m platforms for a more comfortable uninterrupted arriving and departing passengers flow experience.</p> | <p>As noted by Response (4) above, the Airport Station has been modelled and designed taking account of the predicted passenger numbers, (see EIAR Appendix A9.2-D Traffic and Transportation Assessment – Dublin Airport Station). The preliminary design is based on the predicted passenger numbers with modelling showing that 65m long platforms are sufficient. There is no requirement for additional platforms to be provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27                                                                                     | 2.0 Insufficient airport stakeholder engagement to determine the future Capacity | 10       | <p>2) The lack of RO capacity enhancements to meet DAA expected passenger volumes to 50mppa.</p> <p>The DAA airfield Masterplan and FCC local area plan extends the Airport into the "Western Campus". Therefore as Airport passenger Volumes increase to 55mppa when does Til see the 65m platforms becoming a constraint? How will Metrolink passengers link up with a western Campus Terminal? Will Metrolink link only the Eastern Campus?</p> <p>Future proofing a link spur (South of the Dublin Airport south portal) either stand alone or via Dardistown would ensure that any future Western Campus Airport Terminal development can link up with Metrolink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Section 9.4.3.3. of Chapter 9 (Traffic and Transport) details the Specific Developments which have been incorporated into the passenger modelling. As detailed, in addition to the forecast growth associated with the typical land use patterns, Dublin Airport is a key growth driver in the corridor and has a different growth associated with flight travel demand. Within the model, growth in landside demand is determined for passengers, staff and freight, applied to hte Dublin Airport Special Zone. Freight and staff numbers are forecasted on a scaling factor, which are aligned with passenger growth forecasts.</p> <p>The passenger growth forecasts are based on the central growth forecast from the Department of Transport, Tourism and Sport (DTTAS) report 'Review of Capacity Needs at Ireland's State Airports - August 2018', and the Central Statistics Office (CSO) 2016-2019 Aviation Stats' TAM05. The CSO statistics are used to cauculate the growth rate up to 2019 and the growth rate from 2020 to 2050 is determined by interpolation from the 2019 passenger forecast to the 2050 passenger forecast contained within the DTTAS report. We have assumed that the growth rate from 2050 will continue until the 2065 forecast year.</p> <p>The MetroLink station location is consistent with the Metro stop identified in the Dublin Airport Masterplan, prepared by daa for the growth and expansion of its facilities into the future, which specifically identifies the station location at the Ground Transportation Hub.</p> <p>Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals and the Proposed Project would not inhibit the ability to connect to this area of the airport.</p> <p>As noted by Response (4) above, the Airport Station has been modelled and designed taking account of the predicted passenger numbers, which includes the modelling showing that 65m long platforms provided are sufficient. Further, the Station has been designed in accordance with daa requirements. The wider development of the Airport is a matter for daa, the scope of the MetroLink project is to provide a Station that meets the requirements of daa, which it does. No future expansion of the metro system at the Airport is currently envisaged to be required.</p> |



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| Item No.                                                                               | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Observation: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order 0222 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 28                                                                                     | 3.0 Summary: | 11       | <p>I trust that I have highlighted the flaws with Charlemont as the designated Southern Terminus. I am dubious whether TH have any future plans to ever connect Metrolink with Luas.</p> <p>If ABP approves this RO, then Metrolink passengers shall interface with Luas via a substandard passenger link unsuitable for airport bound passengers.</p> <p>The expected increase in Luas passengers could ultimately be detrimental to the success of Metrolink for Southside passengers (outside of DART connection) that seek to route to Dublin Airport.</p> <p>To ensure uptake and future proofing of Metrolink - the St Stephens Green East (SSE) Metrolink station, combined with a Green Line terminus Spur, is my preferred ideal transfer location.</p> <p>In relation to Dublin Airport, the 65m platform is the limiting factor. DAA expansion plans may be curtailed to this limit as is the M50/M1 constraint today.</p> <p>Traditionally as a nation we don't future proof major infrastructure projects, Metrolink is no different. Expect soul searching when the DAA wish to expand terminals as the Metrolink thwarts line construction options.</p> <p>Finally ABP should query why some select station platforms aren't capable of being future proofed (via locally mined extensions) - if even to ensure a rapid airport service from select stations. (The Current RO predicts- acceleration and deceleration every 1Km, to every station!) An M50 lift may still be quicker for Southside residents.</p> | <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035), the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028, including flexible options for extending the line. TII have designed Metrolink to comply with this policy, which has been fully adopted and to which An Bord Pleanála must have regard. TII have responded to each of the individual observations made by this submission. TII would note that while there is some merit in considering individual aspects of the proposed project, with any complex urban infrastructure project that involves numerous environmental considerations, a physically constrained existing environment, and future uncertainty on how the World and Dublin may operate, it is important to balance all these considerations and consider the proposed project holistically as explained by Response (5) and (12) above that outlines TII's reasoning for a proposed station at Charlemont, whilst also noting that any extension further south is not precluded should the demand for it arise.</p> <p>TII have explained that MetroLink is more than just a railway to / from the Airport. It serves a number of destinations along the route, provides much needed transport improvements to areas north of the Airport including Swords and wider afield via the provision of the Park and Ride at Estuary, provides key interchanges with DART at Tara Street and Glasnevin, as well forming part of wider integrated transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040.</p> <p>TII have also explained that the interchange with the Luas Green Line at Charlemont, including the provision of stairs and lift, has been designed to meet the modelled and predicted passenger demand, and in accordance with daa requirements. Similarly, the Airport Station has been modelled and designed taking account of the predicted passenger numbers, which includes modelling showing that 65m long platforms provided are sufficient.</p> <p>Finally, it is not correct to infer there is no strategic plan and vision, the GDA Transport Strategy presents precisely that whilst recognising that planning for the future presents a degree of uncertainty that needs to be accepted and taken account of. It is not unusual, as illustrated by many existing metro systems around the World, for systems to be progressively expanded when it becomes evident there is a demand and economic benefit. No onward extension is planned at this time, however the need for future extension will be addressed with reference to prevailing circumstances at each Policy/Planning document review. Such policy is not within TII's remit.</p> |  |

| Submission No.                                                                                                                                          |                                                                                               |          | 011                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organization Name or Name of Submitter                                                                                                                  |                                                                                               |          | Anne Behan and John Kearns (79 Seatown Villas, Swords, Co Dublin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                                | Section Ref.                                                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Letter Re: Railway Order Application - MetroLink: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1                                                                                                                                                       | Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal | 1        | We fully support and agree with the other Seatown Villas residents who had a chance to speak on the call back in October 2021 and outlined their objections to opening up an access point between the R132 and Seatown Villas via the proposed linear park (refer to image 1 & 2). There is no good reason to do this. All it will do is drive additional traffic both vehicular and pedestrian (walking/cycling) into a very quiet residential area.                                                                                                           | While noting your comment supporting an objection to a linear park along the route of the Metrolink, its purpose is aligned to the Fingal Development Plan 2017-2023 (Draft Development Plan 2023-2029) and with Fingal County Council R132 Connectivity Project recently consented. Further detail supporting this statement is provided below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2                                                                                                                                                       | Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal | 1        | It would not add any significant time delay for people to have to use the current access points via Seatown Road to the Seatown roundabout or via North Street via the R125 to the Estuary roundabout. In fact, as these are the main current pedestrian or cycle options for people today, then it doesn't create an impression that they would be inconvenienced taking the same routes in the future once Metrolink is open.                                                                                                                                 | Permeability and ready access to the Metro are important aspects of the design intent and TII feel that the arrangement indicated in the Railway Order application is the most appropriate in the context of the overall landscape design in this area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3                                                                                                                                                       | Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal | 2        | We suggest that you consult with Fingal Council on the issues that they have had with the small children's playground in the Castle park on the other side of North street from Seatown Villas. With the majority of the residents of Seatown Villas either falling into an older demographic as it is the oldest residential estate in Swords or families with smaller children, it would be unfair to turn their peaceful living situation into an area when they would not feel safe with the amount of through traffic from mainly other areas in the town. | <p>TII note your concerns in relation to the proposals for the linear park. TII would like to note that the proposals here have been designed to take into account the R132 Connectivity Project promoted by Fingal County Council and received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians.</p> <p>Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order have been developed in consultation with Fingal County Council. The proposal aims to improve community connectivity through the development of the linear park linking all of the stations with the community in an open setting. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.</p> <p>More broadly across the proposed MetroLink, Safety and Security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none"><li>•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.</li><li>•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 passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</li><li>•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.</li><li>•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 to manage the situation.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> <p>Further acknowledging your concerns, TII is committed to working with local resident's groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p> |

| Submission No.                                                                                                                                          |                                                                                               |          | 011                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Organization Name or Name of Submitter                                                                                                                  |                                                                                               |          | Anne Behan and John Kearns (79 Seatown Villas, Swords, Co Dublin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                                                | Section Ref.                                                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| Letter Re: Railway Order Application - MetroLink: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 4                                                                                                                                                       | Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal | 3        | ...this proposed linear park only extends from the proposed Estuary Junction to the proposed pedestrian crossing over the metro line (without any detail about how this new crossing bridges the R132)... sits between a dual carriageway, an exposed section of the metro line and a new planned pumping station. The new zig zag path from the proposed Estuary junction to North street offers the same access as exists currently (and in the proposed new layout) along the pedestrian path by the side of North street.                                                                                                                                                                                                                                                                                                                                                                               | With the development of MetroLink and the FCC led R132 Connectivity project, future crossings of the R132 are intended to be at grade, signalised crossings as indicated on the application drawings. The zig-zag path is part of the overall landscaping scheme, the rationale of which is as outlined in (3) above. See EIAR Chapter 27, The Landscape e.g. section 27.5.3.4                                                                                                                                                                                                        |  |
| 5                                                                                                                                                       | Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal | 3        | At the other end, it (the proposed linear park) only serves as a shortcut between Estuary Court and North street via Seatown Villas. Something that is not required as there is direct access from Estuary court via the pedestrian bridge over the Seatown roundabout on the R132 and will continue in the new proposed R132 Connectivity project where the proposed Seatown Road junction concept has both pedestrian and cycling crossings provided at all sides of the junction for easy crossing to either side of Seatown road or south along the R132 which would be the intended direction of travel for the majority of crossings at this junction to access the new proposed Seatown Metrolink station.                                                                                                                                                                                           | See response numbers (1) and (2) and (3) in relation to the landscaping proposals for this area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 6                                                                                                                                                       | Section 2: Alignment of the rail line and the construction method                             | 5        | <p>We would also like to raise a question on the planned construction method described for the portion of the line that will be coming through Seatown Villas in the proposal.</p> <p>There is a section of the line once it is inside the current Seatown Villas boundary described as retained cut design (refer to image 5). Why is this being included in a residential area?</p> <p>Why can't this portion of the line continue as Cut and Cover design, the same as the portion of the line that enters and exits the current Seatown Villas boundary? At least, then there is a possibility to return the green space to closer to what it is currently after the construction works are complete.</p> <p>We would like more information on this regarding studies, regulations and requirements that would dictate for a retained cut section in an otherwise short section of tunnelled track.</p> | <p>A retained cut as opposed to a cut and cover solution has been proposed in this residential area as it is required to ensure the section of cut and cover south of this point will be adequately ventilated. Removing the retained cut section and replacing it with a cut and cover solution will lengthen the cut and cover section requiring the provision of active ventilation fan systems and may compromise emergency egress and evacuation arrangement in the event of an emergency.</p> <p>See also response number (10) in relation to the construction methodology.</p> |  |

| Submission No.                                                                                                                                          |                   |          | 011                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organization Name or Name of Submitter                                                                                                                  |                   |          | Anne Behan and John Kearns (79 Seatown Villas, Swords, Co Dublin)                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                                | Section Ref.      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Letter Re: Railway Order Application - MetroLink: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                                                                                                                                                       | Closing paragraph | 6        | The residents of Seatown Villas will have to sacrifice a lot during the construction phase of the Metrolink project given the scale of the project... By returning the space and boundary conditions to the way they are now before any work starts should be the very least we are entitled to. A small community such as what exists today in Seatown Villas should not be made to suffer in order to facilitate the rest of Swords. | <p>See also response numbers (2) and (3) in relation to the landscaping proposals for this area.</p> <p>It is acknowledged that all residents along the route, including those at Seatown Villas will be impacted during the construction phase of the project. Various mitigation strategies to overcome potential construction impacts on the residents along the route have been provided in detail within each of the relevant Chapters of the EIAR, for example: Traffic and Transport (CH09), Noise and Vibration (CH's13 &amp; 14), Biodiversity (CH15), Air Quality (CH16), and Landscape (CH27).</p> <p>The benefits of MetroLink to the boarder community of Swords include but are not limited to: Traffic, reducing congestion and improving air quality; Landscape, through enhancing the existing urban landscape, improving community connectivity and residential amenity; Economic and employment, by attracting commercial enterprise into the area; and Transport, with a quicker and more reliable mode of transport to and from Dublin Airport and the City Centre.</p> <p>By keeping within the Local Landscape Character Area (LLCA), the proposed MetroLink landscape reinstatement along the R132 between the Estuary and Pinnock Hill Roundabouts provides an integrated series of small local parks complete with seating, and planting, adjacent to the residential areas and which interconnects, encouraging pedestrian and cycle use, to form part of the longer green ribbon connecting the broader Swords community with MetroLink and across the R132.</p> <p>The nature of the proposed planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. The proposed tree planting will be much more appropriately scaled to the adjacent residential open spaces than the existing predominant tall roadside trees.</p> <p>This proposal aligns with the Fingal County Council's R132 Connectivity plans under the Fingal Development Plan 2017 – 2023 (Draft Fingal Development Plan 2023-2029), recently consented in 2022.</p> |
| 8                                                                                                                                                       | Closing paragraph | 6        | There is no good reason why the current space and boundary conditions could not be returned when the works are complete.                                                                                                                                                                                                                                                                                                               | See response numbers (3) and (7)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9                                                                                                                                                       | Closing paragraph | 6        | The green space and mature trees in Seatown Villas should be treasured. It is not progress to destroy them.                                                                                                                                                                                                                                                                                                                            | See response numbers (3) and (7)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10                                                                                                                                                      | Closing paragraph | 6        | These cut and cover & cut and open methods of construction are just cheaper alternatives to full tunnel construction which is what we have been promised since the first “Metro North” project back in 2001.                                                                                                                                                                                                                           | <p>TII have not arrived at the proposed solution for MetroLink through Swords without careful considerations of all of the options available. The final route selection now proposed has evolved from a Route Alignment Options Study, that commenced in 2016 that considered four potential route alignments through the Swords area.</p> <p>One of those route options in this study was along Swords Main Street in tunnel and this was included in the New Metro North Alignment Options Report as part of the preparation for the Emerging Preferred Route (EPR) Consultation process.</p> <p>However, it was not considered to have the same potential to support regional and local growth objectives for Swords and its environs when compared with an alignment along the R132 and therefore was not selected for the Emerging Preferred Route and consultation in 2018.</p> <p>A tunnel is usually the last option considered once other viable alternatives have been ruled out and is thus more typically appropriate in built up city areas due to the excessive demolition of buildings that would be required by other solutions.</p> <p>The EIAR Chapter 7, Consideration of Alternatives details the options that were looked at. [See section 7.6.4.3.3 for option assessment at the northern end of the line]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                            |              |          | 012                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                    |              |          | Anne Confrey (resident - 1 Fairfield Rd)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter Re: NRA Metrolink-Estuary to Charlemont Order 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                                         | Observations | 1        | <p>I refer to the above (NRN Metrolink-Estuary to Charlemont Order 2022) that I am the legal owner/occupier of the above property and in that require I have recieved notification from Metrolink that the tunnel is realigned to go directly underneath my property.</p> <p>I hereby formally and strenuously object to the proposed development on the following grounds:<br/>Substantial and permanent damage to the structure and fabric of my house and boundary walls, serious concern that my house (which significantly slopes downwards)/garden/boundary walls will not withstand the construction;</p> | <p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink project. We have reviewed the submission and provided response for the observations/concerns raised in detail below.</p> <p>A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that representative properties selected similar to your property, has been assessed as falling within the 'Slight' category. This means that there is no structural damage predicted to your home.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at:<a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme</a> and this is where useful updates will be made available as the proposed Project progresses.</p> |
| 2                                                         | Observations | 1        | Significant concerns that the utilities (water, sewerage, gas, electricity, telephone/broadband) will adversely be impacted upon;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Based on the settlement analysis methods described in Appendix A22.1 and the residual impacts identified in Table 22.12, there are no predicted impacts on utilities in this area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3                                                         | Observations | 1        | <p>Serious concern of the depth below ground level of the tunnel and the distance from my house to top of the tunnel (no information has been furnished; essential as I am sloping downwards);</p> <p>Trespass into the subsoil underneath my property;</p>                                                                                                                                                                                                                                                                                                                                                      | <p>The TII issued letter ref CAP_ML_0097_04 dated 20th September 2022 to you. This letter contained detailed information of the substratum acquisition. The overall depth from ground level to the top of the tunnel is 12m as shown on drawing ML4L-U42 within the letter pack. The drawing shows your property location relative to the tunnel.</p> <p>EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) should a Railway Order be granted by An Bord Pleanála and-upon its commencement, TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land that is specified in the Railway Order. TII will be authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, (including Section 79 thereof) and also have the right to enter onto other lands for the purposes of carrying out the works permitted under the Railway Order. The acquisition of rights and interests in the required land and property, is necessary to ensure the delivery of the MetroLink project in its entirety.</p> <p>Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                                         | Observations | 1        | Loss of privacy;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The proposed Project may have some impact upon your property and within the local environment generally, there is unlikely to be a loss of privacy specific to your property as a consequence. Local areas in which the landscapes may be altered due to the Project, refer to EIAR Section 27.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| 5                                                         | Observations | 1        | Impact on parking and servicing;             | <p>As outlined in EIAR chapter 9.5.2.4.5.1 Future Receiving Environment- Parking and Loading, there will be no change to current parking facilities within the AZ4 Northwood to Charlemont areas.</p> <p>As part of the preparation for the construction phase the appointed contractor for the works at both of these stations will prepare a detailed CEMP that will include plans to mitigate construction workers parking locally with the preparation of the Construction Mobility Plan , one of the key aspect of which is to encourage all forms of transport with the exception of car use. This document forms part of the CEMP documentation to be submitted for Dublin City Council approval prior to the Main works commencing at these locations. The Construction Mobility Plan can be found in EIAR Chapters A5.1 and forms part of the outline CEMP.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project that have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.</p>                                                                                                                                                                                                                                                                                                                                                                                                                |
| 6                                                         | Observations | 1        | Significant increase in traffic levels;      | <p>The Scheme Traffic Management Plan - STMP (Appendix A9.5) provides a summary of the magnitude of the impact of the proposed Project's Construction Phase on each of the user groups (public transport, general traffic, vulnerable users, parking and loading). Detailed descriptions of the works at each site and the associated HGV routing or each routing are also presented in the STMP, with further details found in Chapter 5, MetroLink Construction Phase. The STMP assessment is based on the current MetroLink Project Design Report and Temporary Traffic Management - TTM designs/layouts, as well as estimates of when the Construction Phase will commence including timescales. The assessment uses 2028 as the most impactful construction year, in terms of construction vehicle numbers.</p> <p>Appendix A9.5 provides the Scheme Traffic Management Plan, for which section 7.5 refers to Griffiths Park and section 7.6 refers to Glasnevin. While the works will attract additional traffic to and from both locations, the assessments of vehicle movement indicates a slight (&lt;10%) traffic flow increase and slight driver delay (&lt;180 seconds) and are not considered likely to give rise to any potential significant effects.</p> <p>In order to distribute construction traffic evenly between these two sites, separates routes to each location have been planned. Within sections of the Scheme Traffic Management Plan (A9.5), Figure 7-18 details the proposed routes to and from Griffiths Park from the M50 (Junction 4) along the R108, while Figure 7-22 details the proposed routes to and from Griffiths Park from the M50 (Junction 5) along the R135. In this manner residual impacts are mitigated in this area.</p> |
| 7                                                         | Observations | 1        | Overbearing nature of the proposal;          | <p>In the context of human health, chapter 10 of the EIAR assesses the impact of the MetroLink Project on Human Health during the Construction Phase and Operational Phase.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8                                                         | Observations | 1        | Loss and damage to trees, shrubs and plants; | <p>TII acknowledge that the loss of trees is unfortunate but have included for suitable mitigations across MetroLink to offset the temporary impacts.</p> <p>The inclusion of measures to avoid, reduce and offset significant adverse landscape and visual effects forms an inherent part of the brief and design thinking of the various disciplines involved in the development of the design for the proposed Project. A major part of the landscape design for the project has therefore involved the identification and retention of valuable landscape assets where possible and feasible, across the proposed Project. This includes existing mature trees, historic paving, railings and street furniture elements. These proposals include for example, the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design. In most circumstances however, the designed planting as proposed is more appropriately scaled to the pertaining landscape context and is invariably more biodiverse than the baseline planting lost. These aspects of the proposed Project go beyond the requirements of mitigation and are in effect improvements over and above the baseline, which may often be referred to as “enhancements” . Specific landscape and visuals impact areas assessed are described within section 27.5.4 of the EIAR.</p>                                                                                                                                                                                                                       |



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| 9                                                         | Observations | 1        | Loss of ecological habitats;<br><br>Impact on wildlife and domestic animals; | EIAR section 15.4.2.2 assesses the potential impact of the proposed Project on habitats. The types of habitats within the boundary of the proposed Project that will be impacted on as a result of direct permanent habitat loss, or temporary habitat loss, in the case of the habitat type canals, are described within Table 15.17. EIAR section 15.1 presents the mitigation measures to avoid or reduce the potential impacts of the proposed Project on biodiversity.<br>Where there are significant residual biodiversity impacts as a result of the proposed Project despite the mitigation measures proposed, compensatory measures are proposed to offset or reduce the predicted impacts as detailed in EIAR section 15.8.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 10                                                        | Observations | 1        | Access road safety issues;<br><br>Traffic generation;                        | Throughout the construction phase, where necessary, a safe alternative routes will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible and traffic management measures will be designed with the safety of all users as a key principle. The EIAR Chapter 9, Traffic and Transport, section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestion is minimised.<br><br>Safety has been central to the design development of stations, the P&R and surrounding areas to ensure that they are safe for all users to use. This has been achieved by ensuring that the design is based on the following relevant principles as described in EIAR Section 4.6.3.7.<br><br>Traffic generation, please refer to response number (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 11                                                        | Observations | 1        | Drainage/flood risk - the area is particularly prone to serious flooding;    | There is no additional serious flood risk due to MetroLink works at this location. The design will cater for any local drainage intercepted by the works but note the distance of the stations from your property. A baseline assessment of flooding was undertaken and is included within Appendix A18.5 Flood Risk Assessment. Details of mitigation and management of flood risk, refer to EIAR section 18.6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 12                                                        | Observations | 2        | Disturbance and health risks from smells/odours/noxious fumes;               | Due to the distance of your property to the nearest station compound at Griffith Park (within approximately 300m), there is little to no risk to your property. The proposed Griffith Park compound location is shown on EIAR diagram 5.49. and the general arrangement drawings ML1-JAI-ARD-ROUT_XX-DR-Y-03074 & ML1-JAI-ARD-ROUT_XX-DR-Y-03073 within alignment Details Book 2 of 2 Dublin City Council.<br><br>The EIAR has fully assessed the potential impacts on the local population generally, summarised below:<br><br>Chapter 16 - dust and other air quality emissions impact assessment and proposed mitigation measures. The potential risk from dust emissions has been reviewed for the critical activities at each of the construction areas. The Construction Environmental Management Plan (Appendix A5.1) will be used to manage the construction phase dust emissions. In addition, before commencing works, an Air Quality Management Plan shall be prepared and submitted in advance to the relevant planning authority. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices.<br><br>As detailed in section A5.15 Waste Management, all contractors will maintain their duty of care to protect the interests and safety of others from the potential effects related to waste and ensure that waste generated during the Construction Phase is handled in accordance with the relevant legislation governing its storage, transfer, treatment and disposal. All necessary measures will be taken to ensure that waste management is carried out without endangering human health and without harming the environment, and in particular:<br><br>- Without risk to water, air, soil, plants or animals;<br>- Without causing a nuisance through noise or odours; and<br>- Without adversely affecting the countryside or places of special interest |  |

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| 13                                                        | Observations | 2        | Noise pollution;                                                                                                                                                                                                          | <p>Potential impacts associated with airborne noise and vibration during the construction phase of the proposed Project are addressed in Chapter 13 (Airborne Noise &amp; Vibration). As this location is approximately 300m from construction activity at surface level, no airborne noise or vibration impacts are expected as indicated in Appendix A13.7. A13.7 details the predicated construction noise impact at the receptor locations in the vicinity of Griffith Park Station.</p> <p>Chapter 14 considers Groundborne Noise and Vibration, the Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project for 1 Fairfield Road.</p> <p>The predicted level of groundborne noise during TBM passage in proximity to your property is anticipated to be 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact as the TBM progresses by your property in a matter of days and no more than two weeks.</p> <p>The predicted level of groundborne vibration during TBM passage is 0.295 ms-1.75, which is lower than the VDV Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building.</p> <p>Unfortunately, there are no effective methods are available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</li></ul> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> |
| 14                                                        | Observations | 2        | Dust and dirt pollution;                                                                                                                                                                                                  | Please refer to response number (12) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 15                                                        | Observations | 2        | Significant and substantial vibration during construction and in the aftermath when the project is complete - I request that meters be installed in my property to measure levels;                                        | As described in EIAR section 14.4, the predicted level of groundborne vibration during TBM passage is 0.295 mms-1.75, which is lower than the VDV Threshold Level of 1.0 mms-1.75, resulting in a not significant impact on the building. Similarly, in operation, no significant impacts are predicted with vibration levels at 0.010 mms-1.75 (worst predicted case) , hence monitoring is not required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 19                                                        | Observations | 2        | Right of support to my property from soil/earth is being interfered with serious risk of collapse, given the age of my property (circa 100 years), resulting from excavation interference with right to natural drainage; | Please refer to response numbers (1) and (2) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Item No.                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Letter Re: NRA Metrolink-Estuary to Charlemont Order 2022 |              |          |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 20                                                        | Observations | 2        | Impact on the environment/ecology/heritage of my property and the general area;                                                                                                                                                                                                                                      | <p>The potential impacts associated with the construction phase activities of the proposed Project on the residences (including this property) and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>The EIAR Chapter 15, Biodiversity, describes and assess the likely direct and indirect significant effects of the proposed MetroLink Project on Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC. This Chapter also provides a characterisation of the receiving environment within the proposed Project and within a wider study area in the vicinity of the proposed Project and the proposed mitigation measures to ameliorate the predicted impacts.</p> <p>Measures to mitigate and monitor the predicted impacts as a result of construction activity across the proposed Project are also detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p> <p>Furthermore, a Project Conservation Architect (PCA) has been engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the Project Conservation Architect (PCA) will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints. The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement required preservation of in situ works. Refer to EIAR Section 5.4.4</p> <p>Additionally, the POPS scheme, through which condition surveys of private properties and other selected properties along the route of the proposed Project will be commissioned. Your property will qualify for this scheme as it is located within 30m of the tunnel alignment. Please refer to response number (1) above.</p> <p>EIAR Section 4.6.3 describes the implementation of sustainable policy areas within the Project design. This includes several initiatives in order to meet the project sustainability aims outlined in TII's Sustainability Implementation Plan. Some of theses initiatives include Climate Change Mitigation, Biodiversity, Heritage, Skills and Learning, health and wellbeing amongst other items. The operational impacts on human health are described in section 10.5.2 in which the potential for positive impacts are described.</p> |
| 21                                                        | Observations | 2        | Significantly interfering with and diminishing my right to extend/expand my property;<br><br>Very substantial devaluation of my property;<br><br>Interfering with my right to dispose of my property at full market value;<br><br>Postponing my right to sell/dispose of my property until construction is complete; | <p>TII have confirmed that your property may be subject to substratum acquisition. Drawing no:ML4L-U42 confirms the proposed tunnel alignment and the extent of the proposed acquisition which is 12m below ground level. A substratum acquisition can proceed without affecting the above ground property and therefore this should not preclude any intentions to dispose. There are no restrictions to altering or extending the property with or without the need for planning consent. Where a planning permission is required, all applications along the alignment will be referred to TII.</p> <p>Regards devaluation, there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class Metro system providing access to the city centre, airport and north city at their doorstep. The benefits of the project for all communities along the MetroLink route are described in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 22                                                        | Observations | 2        | Serious impact on the alignment of my doors and windows;                                                                                                                                                                                                                                                             | Please refer to responses (1) and (20) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| Submission No.                                            |              |          | 012                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                       |
| Organisation Name or Name of Submitter                    |              |          | Anne Confrey (resident - 1 Fairfield Rd)                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                          |
| Letter Re: NRA Metrolink-Estuary to Charlemont Order 2022 |              |          |                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                       |
| 23                                                        | Observations | 2        | Attack on my constitutional right to the quiet and peaceful enjoyment of my property;<br><br>Interference with the use and enjoyment of my property by dust, dirt, noise, sewerage, damage to Tree roots, noxious smells, vibration during and after, etc.; | Please refer to response numbers (1)(13) (15) and (20) above.                                                                                                                                                                                                                                                                         |
| 24                                                        | Observations | 2        | Disruption and loss of business in the area;                                                                                                                                                                                                                | The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population & Land Use) of the EIAR, with mitigation measures proposed where required.                                                                                   |
| 25                                                        | Observations | 2        | The area is adequately serviced by public transport;                                                                                                                                                                                                        | The need and background to the Proposed Project are set out in full in EIAR section 3 of Chapter 3: Background to the MetroLink Project and outlines the anticipated Environmental, Economic and Social benefits that the Proposed Project will bring to Swords, Dublin Airport and City Centre Corridor and the Greater Dublin area. |
| 26                                                        | Observations | 2        | No protections have been put in place to compensate me and protect my position.                                                                                                                                                                             | Please refer to response numbers (1) and (21) above.                                                                                                                                                                                                                                                                                  |

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| Submission No.                                                                                                                                                               |                                  |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Organisation Name or Name of Submitter                                                                                                                                       |                                  |           | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                                     | Section Ref.                     | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                  |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                                                                                                                                            | Surveys                          | 12 to 14  | <p>Concerns raised on level of detail of previous independent surveys carried out by Thorntons Chartered Surveyors in August 2019.</p> <p>The Respondent has requested: A detailed and thorough survey including the foundations, giving all information gathered before, during and after the proposed MetroLink.</p> <p>These surveys, which fall under the POPS scheme, must be fully transparent and independent of TII.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink Project. We have reviewed the submission and provided response for the observations/concerns raised in detail below.</p> <p>TII acknowledge the location of your property within the Prospect Architectural Conservation Area and is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing to provide protection to your property during the completion and commissioning of the works. Once you have registered it is intended that the scheme will provide protection for residential property owners such as yourselves that are located within 30m of the edge of the MetroLink alignment.</p> <p>The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>Information regarding any situations requiring relocation and the process for financial compensation for property impacts directly related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR.</p> |
| 2                                                                                                                                                                            | Property Protection: Section 2.1 | 15 and 16 | <p>TII must clarify that during the construction of MetroLink, which will take a minimum of 9-10 years, my property will be covered by the Construction firm's insurance. This cover must protect my property from all possible damage duration of the entire construction period.</p> <p>My property is within thirty meters of the edge of the MetroLink and as such will be covered by Til's Property Owners' Protection Scheme (POPS).</p> <p>TII proposes that the POPS scheme, to protect property owners, (once the Operation of MetroLink is in place) will be for one year only.</p> <p>This entire area is part of the Prospect Architectural Conservation Area and must be preserved. As such, the POPS insurance cover must be increased from 1 to at least 10 years, to ensure the safety of my property from damage during the fist 10 years of the Operational period.</p> | <p>In the unlikely event that your property is significantly impacted by the MetroLink works any damage to your property will be covered by the project insurances. In addition as your property is located within 30m of the alignment and can therefore avail of the Property Owners Protection Scheme. Under this scheme such you choose to avail of it, TII will arrange for an independent surveying company to carryout surveys pre, during and post completion of the construction works. Any damage up to a limit of 45,000 euro will covered by the POP scheme. The POP scheme will remain in place for a minimum of 2 years post completion of the main infrastructure construction works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3                                                                                                                                                                            | Property Protection: Section 2.1 | 16        | <p>TII must inform property owners of:</p> <ul style="list-style-type: none"><li>- The implications to their own home insurance during the construction and operation period.</li><li>- The short and long term implications of resale value of their properties.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As noted at item 2 above, during the construction phase and subject to registering for POPS your property will be protected against any damaged caused by the MetroLink works. It is the property owners responsibility to notify their insurance company to any change in circumstances which may impact their policy, though as this is a substratum acquisition which is approx. 12m below ground level, the impact to the above ground property is likely to be negligible. Where substratum land is to be acquired Rule 17, section 48 of the Planning and Development (Strategic Infrastructure) Act 2006 will apply. The substratum value for deep tunnel projects is that it is has no value in the market due to its depth below the surface and its limited use, therefore property values should not be impacted. For further information on compensation: <a href="https://www.metrolink.cpoguideline_final_september-2022.pdf">https://www.metrolink.cpoguideline_final_september-2022.pdf</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Submission No.                                                                                                                                                               |                                              |          | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                                                                                       |                                              |          | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                                     | Section Ref.                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                                                                                                                                                                            | Section 2.2 Representation at the Oireachtas | 16 to 21 | Joint Committee on Transport, Tourism & Sport, discussing Architectural Conservation Area April 2018. Concerns not yet answered in summary include:<br>- Confusion on the alignment of the MetroLink beneath properties.<br>- Concerns raised on the public consultation process, particularly the duration and access to information to allow residents to have input.<br>- CPO of Brian Boru pub which was mentioned in James Joyces Ulysses.<br>- Uncertainty on the duration of the works.<br>- Impact from construction and tunnelling activities: traffic, noise and dust pollution and health and safety of residents. Similar implications for education , health, safety and sporting and recreation activities of school children in a mini Gaeltacht Area.<br>- Assurance that the area will be reinstated after the works are completed.<br>- Requested that the public consultation period can be extended. | TII disagree that we have not addressed concerns previously raised. TII have undertaken extensive consultation across the route of MetroLink and have listened carefully to the concerns of stakeholders and the community, as documented within EIAR Chapter 8. Furthermore TII have undertaken a detailed and an extensive Environmental Impact Assessment Report that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink RO application.<br>- Confusion on the alignment of the MetroLink beneath properties. - This is addressed in Chapter 21 Land Take<br>- Concerns raised on the public consultation process, particularly the duration and access to information to allow residents to have input. - Chapter 8 Consultation<br>- CPO of Brian Boru pub which was mentioned in James Joyces Ulysses. - Addressed in Chapter 21 Land Take & Chapter 26 Architectural Heritage<br>- Uncertainty on the duration of the works. Chapter 5 MetroLink Construction Phase & Appendix A5.2 Construction Programme<br>- Impact from construction and tunnelling activities: traffic, noise and dust pollution and health and safety of residents. Similar implications for education , health, safety and sporting and recreation activities of school children in a mini Gaeltacht Area. Covered in Chapter 5 MetroLink Construction Phase, Appendix A5.1 Construction Environmental Management Plan, Chapter 9 Traffic & Transport, Chapter 10 Human Health, Chapter 11 Population & Land-Use, Chapter 13 & 14 Airborne & Groundborne Noise and Vibration, Chapter 16 Air Quality<br>- Assurance that the area will be reinstated after the works are completed. Chapter 5 MetroLink Construction Phase & Chapter 27 Landscape<br>- Requested that the public consultation period can be extended. - Consultation Period was extended from 25th November 2022 to 16th of January 2023 |
| 5                                                                                                                                                                            | Section 2.3 Noise, Vibration and POPS        | 22       | Requested that Floating Tracks be placed underneath Prospect Architectural Conservation Area, to protect properties from damage, noise and vibration.<br><br>TII must guarantee (no noise heard or vibrations felt) by maintaining tracks and wheels of MetroLink trains, to lessen noise and vibrations, should Floating Tracks not be installed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII have given due consideration to the design and, having fully assessed for operational noise and vibration, found no reason to consider Floating Tracks as a requirement under the Prospect Architectural Conservation Area.<br><br>TII refer you to the following for your information.<br>Section 14.4.2.6, AZ4 Northwood to Charlemont (that includes Griffiths Park and Glasnevin Station) of the EIAR Chapter 14, Ground-borne Noise and Vibration, presents the results of the assessment of potential groundborne noise and vibration impacts from the operational railway sources. The threshold of a significant impact from groundborne noise for receptors in AZ4 is 40dB L <sub>Amax,s</sub> . Contours of groundborne noise are presented in Figure 14.6, the contours indicate a groundborne noise contour of 40dB L <sub>Amax,s</sub> at an approximate distance of 16m from the track centre. There are no exceedances predicted of the groundborne noise threshold for residential receptors in the geographical area of AZ4.<br><br>The calculated vibration levels are below the threshold for structural damage for any building type, as presented in Table 14.8. Section AZ4 Northwood to Charlemont. Calculations of groundborne vibration during the Operational Phase are presented in Table 14.45. There are no predicted significant impacts for vibration from railway operation in the geographical area of AZ4. The calculated vibration levels are below the threshold for structural damage for any building type, as presented in Table 14.8.<br><br>TII will implement a suitable maintenance regime once operational to ensure that threshold levels are not breached.                                                                                                                                                                                                                                                                                                           |



| Submission No.                                                                                                                                                               |                                       |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                                                                                       |                                       |           | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                       |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6                                                                                                                                                                            | Section 2.3 Noise, Vibration and POPS | 22 and 23 | <p>Buildings within the ACA have shallow foundations on clay. No evidence provided on how the clay will need to settle. Therefore an extended POP period is needed for properties within the ACA.</p> <p>If damage is to occur to my house and the terrace of houses, it will more than likely happen within the construction period. However, no allowances have been made for the settlement of clay underneath my property. TII must address this and protect all property owners in our ACA.</p> | <p>Please refer to response (1) above for information related to the POPS scheme.</p> <p>Buildings and Infrastructure - A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>The type of building, the depth of tunnelling, the ground within which the tunnel is constructed as well as the ground between the tunnel and your property has been used in undertaking the assessments. EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that your property (Ref B - 120), as one of the representative properties selected, has been assessed as falling within the 'Negligible' category. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category. According to this Table, the Negligible damage category refers to hairline cracks.</p> <p>Appendix A5.17 Appendix C contains the predicted settlement contour drawings. Sheet 22 of 30, drawing ML1-JAI-EIA-Rout_XX-DR-T-21142 refers to the tunnel alignment relevant to your property.</p> <p>EIAR Chapter 14, Groundborne Noise and Vibration, presents predicted vibration levels arising from mechanical excavation and blasting. In all cases vibration levels will be maintained within limits that do not cause damage to property.</p> |
| 7                                                                                                                                                                            | Section 2.3 Noise, Vibration and POPS | 23        | <p>Requested that thorough surveys be carried out before, during, and after construction. I also request that should any damage, cracks, or settlement occur they are closely monitored. It is imperative that every three months, measurements of the settlement is carried out, regardless of any appearance of damage.</p> <p>No information regarding the potential damage to property has been given by TII.</p>                                                                                | <p>Information with regard to potential damage to property is comprehensively provided in the EIAR. Please refer to responses (1) and (6) above.</p> <p>A scheme wide ground movement monitoring plan will be developed consistent with the analysis provided in the EIAR. The ground movement monitoring plan will developed by the appointed contractors and approved by TII prior to its implementation. Affected property owners will be informed as to the extent and frequency of the required monitoring in advance of the works commencing. Movement monitoring will be undertaken prior to and during the period that settlement is anticipated and would only cease when the ground movement is demonstrated to have stopped.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Submission No.                                                                                                                                                               |                                                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                                                       |                                                                                |           | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                                                     | Section Ref.                                                                   | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                                                                                                                                                                            | Section 2.3 Example of Voids and Major Damage to Property in London and Dublin | 28 and 29 | <p>In Dublin city, during the construction of the Green Luas Line of the new bus lane, construction teams broke into abandoned basements that had not been identified on Surveyors maps, on Harcourt Street. This halted works for several weeks and the basements needed to be backfilled with concrete (as above in London) before construction could recommence.</p> <p>From my own memory, there is a well underneath Prospect Way, which was part of a Monastery on Prospect Avenue. Dublin City Council demolished the monastery, church, and several houses in the 1960s, to build Prospect Way dividing Prospect Avenue in half. In regard to the hidden basements on Harcourt Street, is TII aware of this? This is one example of why a thorough survey of the immediate area (and my property) is carried out before construction begins.</p> <p>What is the likelihood of Voids appearing underneath this property or any properties in our ACA?</p> <p>As I requested above, the TII's POPS insurance must remain in place for a minimum of 10 years, after the Operational period begins. Previous to that, the Construction firm awarded the contract to construct MetroLink, which must fully ensure all properties above the tunnel.</p> | <p>Please refer to responses (1) and (6) above.</p> <p>TII thank you for this information and can confirm that additional surveys are planned and will be undertaken before the start of the construction works. These provisions are detailed in the EIAR. TII are familiar with the potential for hidden basements throughout out the city, through the delivery of previous Luas light rail infrastructure and is covered in Chapter 19 Hydrogeology, Section 19.6.2.5 and Appendix A5.1 CEMP.</p> <p>Steps that will be undertaken prior to Main Works commencement</p> <ol style="list-style-type: none"><li>1. Review historic records to identify previous land use</li><li>2. Identify risk of previous boreholes on tunnel alignment where casings may remain or not adequately backfilled</li><li>3. Identify risk of historic wells or extraction boreholes from records</li><li>4. Identify baseline conditions and inform the contractor of requirements.</li><li>5. Identify all known records in the site information supplied to contractor.</li></ol> <p>The tunnel construction methodology which will be developed by the contractor will comply with good practice and all relevant safety and technical standards. The methodology will ensure that the possibility of voids forming beneath properties will be fully mitigated. The methodology will be approved by TII before works are allowed to proceed.</p> <p>The POPS scheme is referred to in response (1).</p> |
| 9                                                                                                                                                                            | Summary                                                                        | 29        | <p>The Planning Officer is asked that TII's ensure the following measures will be carried out before, during construction, and in the Operational period of MetroLink.</p> <p>Summary item 1: During the construction of Glasnevin Station and the Metro tunnel, the Construction firm employed by TII must insure all properties against any damage which may occur.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Please refer to response (1), (6), and (8) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 10                                                                                                                                                                           | Summary                                                                        | 29 and 30 | <p>Summary item 2 &amp;3: That TII's POPS be increased from 1 year, after the Operational period begins, to 10 years. The increase in time frame will protect our Architectural Conservation Area properties until the clay soil beneath their foundations settles.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Please refer to response (1) and (6) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 11                                                                                                                                                                           | Summary                                                                        | 30        | <p>Summary item 4 &amp; 5: TII ensures three monthly monitoring, for damage, is carried out during the construction phase and operational period should any damage occur. Thorough surveys are carried out on my property before the commencement of construction, during construction and after completion.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Please refer to response (1), (6), and (8) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12                                                                                                                                                                           | Summary                                                                        | 30        | <p>Summary item 6: Representations made previously to a Oireachtas select committee hearing regarding the protection of historical houses. TII must take particular care during construction and the operation of MetroLink, to protect our properties as they have shallow foundations, if any.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII concur and have planned on this basis. A Project Conservation Architect (PCA) has been engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the Project Conservation Architect (PCA) will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints. The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement required preservation of in situ works. This is referenced in Chapter 5 MetroLink Construction Phase, Appendix A5.1 CEMP and Chapter 26 Architectural Heritage of the EIAR.</p> <p>At station locations mitigation measures for extant architectural heritage constraints directly impacted by the works will generally be carried out be the Project Conservation Architect (PCA). The role of the PCA, and the condition surveys and specifications they are required to undertake, is outlined listed in Appendix A25.1 Draft MetroLink Cultural Heritage Strategy.</p>                                                                                                                                                                         |

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| Organisation Name or Name of Submitter                                                                                                                                       |              |          | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                     |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                  |
| 13                                                                                                                                                                           | Summary      | 30       | Summary item 7 & 8: To protect our historic properties from noise and vibrations, TII is requested to run floating track underneath our homes. Should floating tracks not be possible, every care to maintain wheels and tracks must be taken to ensure there is no noise or vibrations felt and to commit TII's contractors to a proper standard of maintenance on the systems to ensure that this remains the case. | As response (5) above. The Operation and Maintenance is described in Chapter 6 and TII will employ a track maintenance manager, supervisors and technicians to ensure the ongoing performance of the system and minimise risk of issues arising. |
| 14                                                                                                                                                                           | Summary      | 30       | Summary item 9: That every care is taken to survey the area for hidden wells' basements, and other reasons voids may appear, as shown in both Dublin City Centre and London.                                                                                                                                                                                                                                          | Please refer to response (8) above.                                                                                                                                                                                                              |

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| 15                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 31 and 32 | <p>Section 3.1 Traffic Management. Referring to figure 2.2 and 2.3 from EIAR Vol 5 App 5.5, Glasnevin Station Construction Report, section 2.2 Site Access/Egress.</p> <p>Route to exit the site and gain access to the M50 must be changed in the interest of all residents living in the vicinity of this construction site. It will be addressed in a later paragraph but it is stated that work on the construction of Glasnevin Station will be on a 24-hour-a-day, 7 days week rota and if this is allowed, HGVs will travel through a highly populated, residential area, all day every day.</p> <p>However, this is not a direct route from the construction site to the M50. Finglas Road (R135) is a direct route to the M50, without travelling through built-up residential areas, day and night. Finglas Road, to Finglas and directly onto the M50 is a dual carriage from Hart's Corner is approximately 8.8km.</p> | <p>The concerns you have raised are noted and TII note that the impact of vehicular routes have been assessed.</p> <p>While extended working hours on certain construction activities are set out in Table 5.5 of Chapter 5, regular HGV deliveries to Glasnevin will be restricted outside of standard hours. This is referred to in section Appendix 5.5, 8.6 Traffic Management. Out of hours deliveries at Glasnevin are anticipated, but these typically would be either: abnormal load deliveries requiring an Abnormal Load Permit issued by An Garda Síochána and DCC; or deliveries during any occasional weekend track possession works planned at Glasnevin.</p> <p>As referred to in Appendix A9.2 Overall Project Traffic &amp; Transport Assessment, TII have through pre-construction planning in advance of the Railway Order anticipated the implications of the planned works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. The proposed traffic management mitigation measures during the construction phase are outlined in section 7.1.</p> <p>Appendix A9.5 provides the Scheme Traffic Management Plan, for which section 7.6 refers to Glasnevin. While the works will attract additional traffic to and from Glasnevin Station, the assessments of vehicle movement during the peak construction phase will add an average of approximately 50 additional daily movements each way to the existing traffic flows. The pre-construction planning and construction approvals process for Traffic Management at Glasnevin are set out below.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, not just specifically at Glasnevin but broadly along the whole of the MetroLink route, and to maintain access to businesses and other premises. The Scheme Traffic Management Plan Appendix A9.5 section 7.6 refers to the traffic assessment undertaken at Glasnevin Station with the route to the M50 provided on Figure 7-22.</p> <p>EIAR Chapter 9, Traffic and Transport, section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestion is minimised. The Plan will include measures such as the establishment of Local Community forums which will cover areas local to each station, where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Chapter 9 notes that prior to implementation, all traffic management measures will be agreed with DCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>As outlined in Appendix A5.1 Outline Construction Environmental Management Plan - CEMP, the appointed contactor(s) are required to implement the measures in relation to traffic and transportation during construction. Following the appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed in relation to all potential impacts on traffic and transportation.</p> |  |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 16                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 37        | <p>Section 3.2 Construction Period. Referring to EIAR Vol 5 App 5.5 Glasnevin Station Construction Report.</p> <p>The time scale for the construction of Glasnevin Station is 102 months. 8 and a half years. During this construction period, it is imperative that residents are protected from noise, vibrations, and dust, and that all disturbances are kept to a minimum, for the safety, health, and well-being of all residents and that vermin are properly controlled.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>TII concur. The EIAR presents the proposed environmental protection measures to be implemented during construction.</p> <p>One of the key aspects of environmental control during the construction phase is the requirement for the appointed contractor to prepare a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts to ensure that acceptable limits are not breached.</p> <p>The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 17                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 37 and 38 | <p>Section 3.2 Construction Period. Referring to EIAR Vol 5 App 5.5 Glasnevin Station Construction Report. Section 7.5.6.3.1 Working Hours Page 33.</p> <p><i>"The construction working hours differ from the proposed standard working hours at this location due to the interface with existing Iarnród Eireann infrastructure and live railway line and will require working to be carried out on a 24-hour a-day, seven days a-week basis for some activities. This has been assessed within the EIAR."</i></p> <p>TII's proposed construction-working hours model is strongly opposed due to the high density of the population in the area. A 24-hour-a-day, the seven-days-a-week basis for any construction activities will cause great distress to the health, and well-being of our residents. Strict times must be adhered to, to allow all residents a quality of life to enhance their well-being rather than constant construction work day and night, seven days a week.</p> <p>Should TII be allowed to work on the construction of Glasnevin Station round the clock, it will have devastating consequences for all residents.</p> | <p>The Pre-Construction planning for the preliminary design as assessed under the EIAR has provided for the majority of the works to be undertaken during standard working hours. However, for some construction activities, 7 day (dayshift only), and 24 hour 7 day a week works are necessary, but are limited to: tunnelling; construction works associated with Iarnród Eireann Rail Track possessions or blockades; and final station fit out works. The proposed working hours and planned activities for Glasnevin are set out in Table 5.5 of Chapter 5. Any changes to the proposed working hours at Glasnevin would have significant impact on the duration of the works.</p> <p>While recognising that works carried out outside of standard hours might cause concern to residents, the impact on the human health around Glasnevin Station as a consequence of the proposed works have been assessed and mitigations considered fully in the EIAR. The relevant chapters of the EIAR, for example Airborne Noise &amp; Vibration Ch 13 and Air Quality Ch 16 provides information on the relevant assessments carried out and the impact mitigation proposed at this site. Chapter 10 of the EIAR sets out the human health impact assessment that predicts no residual effect on health at Glasnevin with the proposed mitigation measures implemented for noise (4m high hoarding).</p> <p>The Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan and Noise and Vibration Management and Control Plan (NVMCP) will be produced to include for specific working hour measures at sensitive locations. Both of these documents shall be prepared and submitted DCC for approval.</p> |  |

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| Organisation Name or Name of Submitter                                                                                                                                       |                                                |           | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 18                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 39 and 40 | <p>Section 3.3 Green Alternative. Vegetation and Tree Clearance</p> <p>"There are a significant number of trees that will require clearing to allow for the construction of the proposed Glasnevin station as indicated in Figure 4.1. Refer to Chapter 15 (Biodiversity) of this EIAR for an assessment of biodiversity impacts arising from vegetation and tree clearance."</p> <p>All trees removed from the station site must be reinstated and should be increased in number to reduce noise and pollution and light pollution from major transport hub. The MetroLink is purposed to be a green alternative to chronic road congestion, yet the absence of trees, vegetation, green roof, and scrubs is sadly noted. It is imperative that Glasnevin Station is heavily surrounded by trees, to reduce noise and pollution.</p> <p>TII must:</p> <ul style="list-style-type: none"><li>- Consider a living green roof on the station to soften its appearance. (Similar as shown at Dublin Airport - TII Diagram 14: AZ2 Location and Features - MetroLink Non-Technical Summary page 20 ) and use this green alternative at Glasnevin Station, to soften its metal and glass structure.</li><li>- Reconsider the design of the evacuation and ventilation Shaft and related buildings, from its Berlin Wall lookalike construction to a more Victorian model in keeping with our local heritage.</li><li>- Soften the appearance of the vast Shaft at Glasnevin Station with vegetation. Otherwise, it is an invitation for graffiti and littering.</li></ul> | <p>A total of 44 trees were recorded within the eastern section of the station boundary, where the Glasnevin Station is proposed. Within this location 15 trees need to be removal to facilitate the works . These are located adjacent to The Brian Boru public house. An Arboricultural Impact Assessment was carried out and can be viewed as Appendix 27.3 to the EIAR. This contains information on the existing tree conditions and the Arboricultural impact of the proposed Project. This is also assessed in Chapter 27 Landscape &amp; Visual (Section 27.6.1) and a number of mitigation measures to reduce impact are outlined. These measures include:</p> <ul style="list-style-type: none"><li>- Identification and retention of existing mature trees of good quality, through adjustment of the alignment, location of structures/buildings and the outline design of the proposed Project;</li><li>- Specific proposals to ensure the effective retention of existing mature trees can include:</li><li>- Protection and maintenance of tree root zones during construction;</li><li>- In sensitive locations, residual landscape and visual effects may be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees;</li><li>- 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 will be developed at detailed design phase.</li></ul> <p>The inclusion of measures to avoid, reduce and offset significant adverse landscape and visual effects forms an inherent part of the brief and design thinking of the various disciplines involved in the development of the design for the proposed Project. A major part of the landscape design for the project has therefore involved the identification and retention of valuable landscape assets where possible and feasible, across the proposed Project. This includes existing mature trees, historic pavings, railings and street furniture elements. These proposals include for example, the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design. In most circumstances however, the designed planting as proposed is more appropriately scaled to the pertaining landscape context and is invariably more biodiverse than the baseline planting lost. These aspects of the proposed Project go beyond the requirements of mitigation and are in effect improvements over and above the baseline, which may often be referred to as "enhancements".</p> |



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| 19                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 41 to 44  | <p>Section 3.4 Cultural Heritage<br/>Figure 4.4: Plan Showing Properties to be Demolished and Site Area<br/>4.5 Archaeology<br/>"There are no archaeological or cultural heritage assets assessed as being of Very High importance located within the proposed station area (see Chapter 25 of this EIAR). However, there are a number of architectural heritage constraints. These are detailed in Chapter 26 of this EIAR (Architectural Heritage), along with associated mitigation measures."</p> <p>Although TII perceives The Brian Boru pub, mentioned in Ulysses, as of no cultural significance the residents of this area profoundly disagree. The building is to be compulsorily purchased for the erection of the new Glasnevin Station. The Brian Boru is part of our local and national history which will be lost forever if. It is suggested that the front facade of the building be incorporated into the glazed and metal building, (completely out of character with our Victorian architecture) as part of our shared history.<br/><a href="https://www.kingscross.co.uk/about-the-development">https://www.kingscross.co.uk/about-the-development</a> (an example provide of how the Brian Boru Facade could be incorporated into a redesigned station)</p> | <p>TII recognise the importance of the Brian Boru public house from a cultural perspective. The slight negative impact due to its demolition considering the proposed mitigation follows the guidance in Guidelines on the Information to be Contained in EIARs (EPA 2022), and Guidelines for the Assessment of Architectural Heritage Impacts of National Road Schemes (NRA 2005) as is best practice and outlined in Chapter 26, Section 26.3.7. (ALG: suggest clarifying here that the reference to "slight negative impact" is a classification in the EIAR using EIA guidelines rather than TII's subjective opinion of the loss of the Brian Boru) and also in Chapter 25 Archaeology and Cultural Heritage, Section 25.3.7.</p> <p>As part of the proposed mitigation measures detailed in Chapter 26 (Architectural Heritage), the licensed premises are to be recorded by means of photography and written description to English Heritage level 3 prior to demolition. Level 3 is an analytical record and will comprise an introductory description followed by a systemic account of the building's origins, development and use. The record will include an account of the evidence on which the analysis has been based, allowing the validity of the record to be re-examined in detail. It will also include all drawn and photographic records that may be required to illustrate the building's appearance and structure to support an historical analysis.</p> <p>From a construction perspective the retention of the Brian Boru would be problematic. Physically the station structures cut right through the building with deep diaphragm walling and secant piling through this location. Once demolished this area is the entrance and exit to and from the site. This arrangement precludes retention of the Brian Boru facade. This entrance will have to be relocated a number of times to facilitate phased working on the site. Further constraints could make this unworkable. The proposed construction site is already very constrained and in order to carry out the works, multiple phasing of activities will be required. Minimal site office and welfare complexes can be located within the site area and offsite facilities will need to be procured to allow the works. Any further reduction in available area will impact on the constructability of this station. This has been considered in a number of areas throughout the EIAR such as Chapter 5 MetroLink Construction Phase, Chapter 7 Consideration of Alternatives, Chapter 11 Population &amp; Land Use, Chapter 21 Land-Take, Chapter 25 Archaeology and Cultural Heritage, Chapter 26 Architectural Heritage and Chapter 27 Landscape</p> |
| 20                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 43 and 44 | <p>Section 3.5 Safety Measure at Glasnevin Station<br/>When constructed, Glasnevin Station will incorporate three railways, under one roof that must be managed to ensure the safety and the well-being of all residents living in the area and passengers travelling on these lines daily.</p> <p>TII must set out its security plans and respond to the following questions:<br/>1. Will the station be gated or not?<br/>2. Will security staff be present on a 24-hour monitoring basis?<br/>3. How will anti-social behaviour and other safety concerns of residents in the vicinity be dealt with?<br/>4. Will CCTV monitors be in-situ?<br/>5. What are the opening and closing times of the Glasnevin Station?</p> <p>It is requested that TII should:<br/>- Put a cleaning contract in place to ensure the station and surrounding areas are free from litter and graffiti.<br/>- Look to European Metros to set out acceptable standards for the above issues.</p>                                                                                                                                                                                                                                                                                                      | <p>Safety and security is a priority for MetroLink. TII will enable safe secure, accessible and inclusive travel though the provision of transport networks, systems and services that are resilient to future change.</p> <p>Chapter 4 Description of the proposed Project and Chapter 6 Operations and Maintenance outlines how MetroLink has been designed as an open system for passengers, so that people can walk through the station and onto the platforms without obstruction. The PSDs (Platform Screen Doors) will stop people accessing the track from the stations. Station doors / gates will be closed when the station is not operational. One of the outcomes of the architectural and urban realm design is 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. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation. The stations are not staffed 24 hours per day but the system is.</p> <p>Demand will vary through the day and week, with different service levels provided to meet varying demand. It is anticipated that services will operate between 05:30 and 00:30.</p> <p>TII will ensure stations are maintained throughout the operational phase with appropriate cleaning contracts in place. A detailed maintenance plan will be developed for the whole project by the operator, in accordance with the regulations and good industry practice, to encompass all the railway assets including the rolling stock, track, tunnel sections, stations, landscaping and boundaries.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 21                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 44 and 45 | Section 3.6 Community Space within Glasnevin Station.<br>Glasnevin Station will take a minimum of 102 months to construct causing a huge negative impact on our community.<br>The Brian Boru public house is to be compulsorily purchased and demolished to make way for Glasnevin Station.<br>When the Station is complete it is, therefore, requested that TII make a community area available, within the station for residents, where they can enjoy social gatherings and a shared sense of community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As outlined in response 19 above, this area will be used as an access and egress into the station and as such a community space to replace the Brian Buru public house does not form part of the MetroLink Railway Order Application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 22                                                                                                                                                                           | 3. Construction of Glasnevin MetroLink Station | 45 and 46 | Summary:<br>The Planning officer is asked to ensure the following is observed by TII in the construction and operation of MetroLink's Glasnevin Station.<br>1. No other area will be as impacted as Glasnevin (Hart's Corner), Dalcassian Downs, Prospect ACA, and the immediate surroundings during the construction of Glasnevin Station and tunnelling underneath our ACA.<br>2. Because of the major upheaval to accommodate number 1, certain regulations must be in place to make life bearable for residents.<br>3. There will be no 24-hour-a-day work schedule at Glasnevin Station.<br>4. That the route to the M50 be changed so HGVs will not travel through residential areas but rather on a duel carriage way to reach the M50.<br>5. That during the construction period of 102 months minimum, every care is taken to reduce noise, dust and disruption to residents living in this highly populated area.<br>6. That Glasnevin Station and the Shaft, have all trees replaced and increased to reduce noise and pollution. That the Glasnevin Station roof be green, similar to Dublin Airport's Metro roof.<br>7. That the demolished Brian Boru's facade is incorporated into the ultra-modern glass and metal Station to preserve our shared history.<br>8. Glasnevin Station is the largest station on the purposed MetroLink. This station will bring three railways into one and will see thousands of passengers pass through each week. TII must ensure that all measures are taken to safeguard residents and passengers against anti-social behaviour and other problems a major railway station can attract.<br>9. A gated station is preferable with security staff employed on a 24-hour a-day, seven-days-a-week rota.<br>10. That cleaning of the station and any possible graffiti is removed immediately.<br>11. That once the station is complete, a community area is made available for residents who have lost their local public house and community accommodation, which Brian Boru catered to for many decades. | These summary issues are covered in detailed responses (1) to (21) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 23                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 46 and 47 | Section 4.1 Information on Land take.<br>BOOK OF REFERENCE OF LANDS THAT MAY BE ACQUIRED - Page 192, Description Substratum of land Situation Under 48 Prospect Avenue.<br>Volume 3 - Book 3: Material Assets, Waste and Materials Management, Cultural Heritage, Landscape and Risk Chapter 21: Land Take.<br><br>Acquisition of land - (Land Take - Substratum) - Under what Authority or Act can TII propose to acquire the land underneath my property, owned in Freehold, for the purpose of running MetroLink?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the 'Act') upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety.<br><br>Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a> |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                                                                                                                                       |                                                |           | Anne G Meehan (48 Prospect Avenue, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                                                                     | Section Ref.                                   | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 24                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 48 and 49 | <p>Section 4.1 Information on Land take.<br/>Chapter 21 - EIAR Pages 50-52<br/>"Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and on Figure 21.1. "</p> <p>On the map provided to me by TII, my property ID no. ML B5 - 002 - B120, shows the Substratum Land Take of the soil underneath my property, measuring approximately 15 meters. TII did not provide me with answers to questions emailed during this time, as to the exact depth, width, and reason why this land is required and for what purpose.</p> <p>Although TII furnished me with a simple map of the 15-meter Zone of settlement, directly underneath my property, no detailed maps have been given. The engineers assisting affected stakeholders RINA and other parties working alongside this development have been furnished with detailed maps showing possible risks to properties, soil settlement, and other impacts on property owners, while the owners themselves have received only a brief outline of the Land take and the briefs possible risk.</p> <p>TII must adhere to the legal restraints of acquiring land if they wish to acquire the privately owned Substratum land underneath my property.</p> <p>Once exact measurements are given, of the proposed land take acquisition, and detailed reasons for its use, TII must therefore offer compensation, to acquire the said Substratum land, underneath my property.</p> | <p>The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. of the EIAR Chapter 21 (Land Take). Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states: 'The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'.</p> <p>For MetroLink project, the depth of tunnel will vary along the route but it is expected that the average depth will be approximately 24m from ground level to track level. In the vast majority of cases the subsoil can be acquired without affecting the above ground property.</p> <p>The details requested for 48 Prospect Avenue property are shown on the individualised property details plan (please refer to Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03148, ML4M-U66):</p> <ul style="list-style-type: none"><li>•Ground level to crown of tunnel (m) - 17.2</li><li>•Ground level to track (m) - 23.9</li></ul> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and or temporary acquisition.</p> <p>Compensation will be provided through the Compulsory Purchase Order (CPO) process. Details are set out in the LAS (Land Acquisition Strategy) regarding the arrangements proposed for the provision of information and assistance to owners and occupiers of land required for the construction and/or operation of the MetroLink project whether or not the occupier has any interest in the land which may be subject to a compulsorily acquisition.</p> |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                                                                     | Section Ref.                                   | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 49 and 50 | <p>Section 4.2 EIAR Minimum information of Substratum Land take.<br/>From Chapter 21 EIAR - Land Take pages 50-52</p> <p>2. Land take:<br/>"Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and are clearly outlined within this Chapter.</p> <p>Land take impacts will include the permanent and temporary acquisition of legal interest(s) in the property. A permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application and in Figure 21.1.</p> <p>This Chapter describes the baseline conditions associated with land take, examines the predicted impacts associated with both the construction and operation of the proposed Project and where impacts cannot be avoided, proposes mitigation measures, and identifies residual impacts following the implementation of mitigation measures."</p> <p>Although TII states in the above Chapter, that Land takes 'are clearly outlined within this Chapter', this is not the case.</p> <ul style="list-style-type: none"><li>- The charts outline the land take and possible damage to our properties starting at Whitehall and skip over all privately owned properties to Dalcassian Downs.</li><li>- There is no information regarding privately owned properties and the impact MetroLink will have.</li><li>- Although the request for information was sought from TII, none was forthcoming before the date for Submissions closed.</li></ul>                                                                                                                                                           | <p>Chapter 21 refers to Land take impacts that include the permanent and temporary acquisition of legal interest(s) in property and Section 21.3.5 refers to the Appraisal Method for the Assessment of impacts to properties. In the case of your property at 48 Prospect Ave, and whilst acknowledging its location within an Architectural Conservation Area that will require action by TII referred to elsewhere in this response, the Criteria for Baseline Categorisation assessed the property amongst others impacted by Substratum acquisition as "very low".</p> <p>All permanent and temporary land take required for the proposed Project is shown on the property drawings that accompany the RO application, and for 48 Prospect Ave this is referred to as property reference ML-4M-U66, on Plan No. ML-P 304 M-N.</p> <p>Please note that your individualised Property Pack was issued to you by letter ref CAP_ML_0107_05 by letter dated 20th Sept 2022.</p> |
| 26                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 51 and 52 | <p>Section 4.3. Substratum Land Take - Valued at Nil<br/>21.5.2.4 Substratum Land Take<br/>The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. The total area of substratum land take is 325,388m2. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1.</p> <p>The baseline rating for substratum land take has been considered to be 'Very Low'. Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states; 'The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'.</p> <p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design. This assessment is detailed in Appendix A5.17 of the EIAR (Building Damage Report) and summarised in Section 5.4.11 of Chapter 5 (MetroLink Construction Phase).</p> <p>Although TII has not informed me of the proposed LOD and valued the land 'lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant'. The value of the land underneath my property may be valued as 'nil' by the TII however, I am the owner of the land and as such must be consulted and compensated should the land be granted acquisition.</p> | <p>Please refer to responses (1, 24 and 25) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 27                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 52        | <p>Section 4.3. Substratum Land Take - Valued at Nil<br/>21.7 Residual Impacts<br/><i>The most significant land take impacts are those associated with permanent acquisition. Although the compensation scheme for compulsory purchase will financially recompense landowners, it is recognised that the residual impact will remain profound for many owners, particularly of residential properties.</i><br/>Chapter 21 Volume 3 - Book 3. This statement must be taken into consideration during the compensation process.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Please refer to responses (1, 24) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                                                                     | Section Ref.                                   | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 28                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 52 and 53 | <p>Section 4.4. Land take CPO &amp; Compensation.</p> <p>NA29N. 314724. Page 64. of Chapter 21 - EIAR.</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and/or temporary acquisition. Compensation will be provided through the Compulsory Purchase Order (CPO) process. In exercising compulsory purchase powers, TII will need to have demonstrated to An Bord Pleanála that the extent of the compulsory acquisition is proportionate to the public interest in the scheme, that the properties in question are suitable and necessary for delivering the project, and that alternatives to the acquisition of the properties in question have been considered in accordance with the compulsory purchase code.</p> <p>Volume 3 - Book 3: Material Assets, Waste and Materials Management, Cultural Heritage, Landscape and Risk Chapter 21: Land Take.</p> <p>...reasonable steps should be taken to acquire all rights and interests in land included in the Railway Order in a fair and equitable manner. CPO powers are based on legislation enacted by the Oireachtas, such as the Housing Act 1966, and the Planning and Development Act 2000, the Planning and Development (Strategic Infrastructure) Act 2016 and legislation that predates the foundation of the state including the Land Clauses Consolidation Act 1845, 1919 Act Acquisition of Land (Assessment of Compensation). Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2020) which can be found on-line at: <a href="https://www.metrolink.ie/assets/downloads/MetroLink_CPO_Guideline_Doc_FinApp_310820.pdf">https://www.metrolink.ie/assets/downloads/MetroLink CPO Guideline Doc FinApp 310820.pdf</a></p> <p>The above, as with several other links, do not open and if they do, have no information.</p> | <p>The correct link is provided within on the MetroLink.ie site under "your property" drop down menu in the document Compulsory Purchase Order (CPO) Guidelines</p> <p>September 2022 <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 29                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 54        | <p>4.5 An Bord Pleanála Acquisition of Land.</p> <p>In regards to the proposed acquisition of the land underneath my property, An Bord Pleanála states:</p> <p>NA29N. 314724</p> <p>Compulsory acquisition of land cases under various enactments for developments which are classified as strategic infrastructure development. Any separate compulsory acquisition cases which are for the purpose of facilitating a proposed development which is a strategic infrastructure development are also classified as strategic infrastructure development (see compulsory acquisition cases above). Note that any proposals for compulsory acquisition of land for the purposes of a proposed road scheme (as defined in section 47 of the Roads Act 1993) or railway works the subject of a railway order are incorporated in the relevant road scheme approval application or the relevant railway order application.</p> <p>Claims for Costs</p> <p>The Board has the power to award a contribution towards reasonable costs incurred by any person appearing at an oral hearing, relating to compulsory acquisition of land cases by the local authority involved. The award of costs will depend on the outcome of the particular case and will generally only be paid to those who are directly affected by the compulsory acquisition of the land in question. The Board has the power to decide what costs are reasonable and can decide to award all, some or none of the costs requested by the participant.</p> <p>Before the Railway Order is permitted to run MetroLink underneath my property, full compensation must be agreed between both parties.</p>                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Please refer to responses (1, 24 and 25) above.</p> <p>A Land Acquisition Strategy (LAS) has been prepared by TII. The strategy sets out the approach that MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.</p> <p>It provides the affected parties with a clear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide. The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.</p> |  |

| Submission No.                                                                                                                                                               |                                                |           | 013                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                                     | Section Ref.                                   | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| TII Railway Order No: NA29N 314724 Case no: 302010-18. 48 Prospect Ave, Glasnevin. MetroLink s Book of Reference – Third Schedule Ref No. NL4M- U66 Plan no. ML – P 304 M-N. |                                                |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 30                                                                                                                                                                           | Section 4. Substratum Land Take and its Impact | 55        | <p>4.6 Land Acquisition Strategy.</p> <p>21.6.1.3 Land Acquisition Strategy</p> <p>A Land Acquisition Strategy (LAS) has been prepared by TII The strategy sets out the approach that MetroLink will take in order to acquire property from a freeholder/leaseholder or qualifying tenants/occupiers, together with all other land-based interests and rights for the purpose of delivering the proposed Project.</p> <p>It provides the affected parties with a dear understanding of the general approach to be adopted on compensation and sets out practical guidance together with the support that MetroLink can provide.</p> <p>The strategy provides information on the acquisition process for residential and commercial property owners and establishes the arrangements for communication and engagement with all affected parties.</p> <p>There has been no communication from TII regarding the 'acquisition process' or any 'engagement with all affected parties'.</p>                                                                                                                                                        | <p>Please note that your individualised Property Pack was issued to you by letter ref CAP_ML_0107_05 by letter dated 20th Sept 2022.</p> <p>Please refer to responses (1, 24 and 25) above.</p>                                                                                                                                                                                                                                                                        |
| 31                                                                                                                                                                           | Summary of Section 4                           | 55 and 56 | <p>- As the owner of a freehold property, by law, I own the soil beneath my property to the centre of the earth, and above my property to the sky.</p> <p>- The Planning officer is asked to observe An Bord Pleanála's own directions regarding the compulsory acquisition of land and to compensate me for any land take by TII.</p> <p>- That TII make available information outlining compensation. The link provided by TII contains no information.</p> <p><a href="https://www.metrolink.ie/assets/downloads/MetroLink_CPO_Guideline_Doc_FinApp_310820.pdf">https://www.metrolink.ie/assets/downloads/MetroLink CPO Guideline Doc FinApp 310820.pdf</a></p> <p>- That TII communicate fully with me regarding their purposed substratum land take, responding to all my questions emailed, which they never answered. These questions regard under whose Authority or Act they can CPO the land underneath my property. Also, the depth, width, and reasons for their land take.</p>                                                                                                                                                   | <p>Please refer to responses (1, 3 24) above.</p> <p>Please note <a href="https://metrolink_cpoguideline_final_september-2022.pdf">https://metrolink_cpoguideline_final_september-2022.pdf</a></p> <p>Where TII have to undertake permanent underground works to either construct the main tunnel, connection tunnels or their structures, the area of subsoil surrounding these works will need to be compulsorily acquired as referenced in Chapter 21 Land Take</p> |
| 32                                                                                                                                                                           | Section 5. Conclusion                          | 56 and 57 | <p>As the owner of the above property, inherited from my parents and grandparents before them, I ask that An Bord Pleanála put strict guidelines in place to protect my Architectural Conservation Area (ACA) property.</p> <p>Although I am not against MetroLink and welcome a green alternative to traffic congestion, I do object to MetroLink tunnelling and operating beneath my property and the properties within the ACA.</p> <p>It is imperative that all due care is given to property owners and that the POPS guarantee scheme is increased from 1 to 10 years, minimum.</p> <p>That the design of the Glasnevin Station incorporates the Brian Boru pub and that the Shaft is redesigned or softened with vegetation.</p> <p>That compensation is paid for land take and explanations given for its use.</p> <p>The Planning Officer take note that up to a week before the Observation cut off time of 25.11.22 - TII was still uploading information to its site regarding the construction and operation of MetroLink, which is grossly unfair to stakeholders who were given a mere 6 weeks to make their Observations.</p> | <p>Refer to responses above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| Submission No.                                                                                                                          |              |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| 1                                                                                                                                       | Introduction | 3        | <p>We would like at the outset for it to be noted that we clearly state as a group, we are fully supportive of the concerns, issues, and alternatives being submitted by Estuary Court and Seatown Villas given that for the most part, the matters raised as of concern are almost identical. In these areas, the Metro project proposes to do away with the current format of open spaces, not to mention the significant disruption that the project will have.</p> <p>For example, the whole question of why the proposed route is now being planned right through our estates is well raised and expanded upon within the Estuary Court submission. We fully support all submissions in every regard. As we will repeat within this document, we simply cannot understand how one can suggest to radically alter our estate in so far as safety, security and the general look and feel of it after almost 40 years not to mention the lengthy disruption that will be caused by construction.</p> | <p>Thank you for your submission and for sharing your concerns and alternative suggestions related to the Metrolink Project. We have reviewed the submission and provided responses below.</p> <p>The Preferred Route alignment runs along the eastern side of the R132 Swords Bypass and following feedback from the consultation in 2019 has been developed with more cut &amp; cover sections than were proposed in the original Preferred Route alignment outline design. The Preferred Route was chosen as it would result in significantly reduced landscape and visual impacts when compared to the options considered in the development of the Preferred Route. Any landscape and visual impacts from the Preferred Route can be mitigated through the implementation of a high-quality design with appropriate landscaping. Refer to Chapter 4 of the EIAR for details of the architectural and landscape design.</p> <p>For further detail on the process of the Preferred Route please see Chapter 7.7.9.2 of the EIAR for details of the Route Alignment along R132 Swords Bypass, with further detail available on MetroLink Website: <a href="https://www.metrolink.ie/media/vlip2lpw/metrolink_pr_design_development.pdf">https://www.metrolink.ie/media/vlip2lpw/metrolink_pr_design_development.pdf</a>. and Appendix E.</p> <p>Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order (Chapter 27 Landscape and landscape drawings, sheet 6 of 13 from Railway Order Plans\Drawings) have been developed in consultation with Fingal County Council. The proposal aims to improve community connectivity through the development of the linear park linking all of the stations with the community in an open setting.</p> <p>In relation to safety and security concerns, the planned outcome of the Metrolink architectural and urban realm design is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide. Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of ""Vandalism or Anti-Social Behaviour on the Trains or within the Stations""", and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none"><li>•The architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.</li><li>•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 passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</li><li>•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.</li><li>•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 to manage the situation.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> |  |
| 2                                                                                                                                       | Introduction | 3        | <p>It is our hope and belief that the objections will be looked at, as a whole, and consequently we see little merit in repeating the many valid points being raised elsewhere. However, we do call upon you to consider Ashley in their own right, and as a group being fully supportive of the other submissions. One can clearly see the similar reasons for concern, and all are fully resolvable by either re-routing the track, or by returning the estates to their "as is" position. Indeed, this point of taking over the estates has been the most significant cause of concern for many, if not all residents.</p>                                                                                                                                                                                                                                                                                                                                                                           | <p>See response number (1) above</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 3                                                                                                                                       | Introduction | 3        | <p>We would also like to extend a warm invitation to whomever you may see fit, to come visit our estate, at which time we are sure we can provide a better appreciation / understanding as to why we are so strenuous in our objections to the proposed elimination of our long-cherished estate(s).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>TII and their representatives have visited the area on a number of occasions but remain open to do so again if required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

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| Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724 |                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                      |
| 4                                                                                                                                       | Introduction                     | 4        | We fully understand, and are within reason, ready to accept, that the construction phase of the project will impact significantly on our estate and the residents therein. However, for the good of the community in general, in Dublin and Fingal, we see the merit of the Metro plan, however we do have concerns about some of the proposed impacts on our estate, which we discuss in this submission                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII greatly appreciate that the Ashley residents see the merit of the MetroLink project and their understanding that there will inevitably be some impact during the construction phase. TII will continue to engage with the residents as the process continues to try to find acceptable outcomes for all parties. |
| 5                                                                                                                                       | Existing Condition of our estate | 5        | <p>The Ashley Estate has been in existence now for more than forty years, and in its current format, has provided a secure haven for all children to allow for play and recreation while remaining easily observable from the respective houses. Such a facility, is we would consider, of more importance these days, where even government agencies would encourage open air play and exercise as a vital element of the growth and development of young children rather than having them sitting inside in front of computers or TV's.</p> <p>As it exists today, the walkway provides for safe passage without any fear of young children accidentally gaining access to vehicular traffic along this section of the R132, as they walk their children to and from the local school (St. Colmcille's)</p>                                                                                           | See response number (1) above                                                                                                                                                                                                                                                                                        |
| 6                                                                                                                                       | Existing Condition of our estate | 6        | <p>Furthermore, as a group of residents we are extremely proud of our estate, and as can be evidenced by Fingal County Council (FCC), we have over the years actively contributed towards the tidy annual upkeep of our green with matters such as verge cutting, planting of flowers, clearing out under the footbridge over the R132 and the like. Such activities have been supported by FCC by the supply of waste bags and the removal of waste matter following such activities.</p> <p>The impact of the proposal has already had negative impact on the estate in that we do not now get the number of volunteers we routinely had coming out for the annual clean up. We would love to be able to show that the powers that be have listened to the call of all residents and safeguarded our estate into the future. This will reinvigorate the estate and the pride we feel in the area.</p> | TII have engaged with the Ashley residents on a number of occasions and will continue to do so. Your concerns are understood and appreciated and whilst it may not be possible to grant all requests in the context of the project, TII will endeavour to find compromise solutions wherever possible.               |
| 7                                                                                                                                       | Proposed plans for the estate    | 7        | <p>While there have been various iterations of the drawings we have seen for the estate, the latest ones as included in the railway order application, clearly show that despite all our discussions regarding the Metro line, our estate is being radically altered and will lose its overall look and feel and much of the existing amenity and sense of security associated with the green space, should the plan go ahead without alteration.</p> <ul style="list-style-type: none"><li>• A significant number of additional walkways are planned throughout the green area (an increase from 3 to 9 walkways) which will substantially reduce the actual useable green area.</li><li>• The volume and placement of new trees and shrubs severely impacts upon the useful play area of the estate (e.g., no adequate space for children to play football or other games).</li></ul>                 | See response number (1) above                                                                                                                                                                                                                                                                                        |

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| 8                                                                                                                                       | Continuation from page 7, Par 2 Concerns | 8        | <ul style="list-style-type: none"><li>• The indicated number of breaks in the wall as it is to be positioned along the R1 32 has increased from the current 2, to a total of 9.</li><li>• The positioning of said wall would seem to encroach within the current boundaries of our estate further impacting on the amenity we have enjoyed and nourished for 40 plus years.</li><li>• There are also some concerns as to the type of wall that is planned to replace the existing wall and clarification on this needs to be made. We have seen differing report to suggest a low wall with railing on top to a solid wall as is the current position.</li><li>• The loss of the current footbridge over the R132 and its replacement with a new Toucan crossing which will lack the safety for the very young and the old and infirm.</li><li>• While we recognise that the R132 is to be ‘de-trafficked’ and narrowed we are also very worried that younger children especially, may be easily able to run out into the roadway, perhaps chasing a ball that might have flown through one of the many new entrances in the wall, and onto what will still be a major road. The footbridges and the completed wall provide a good level of safety for our most vulnerable residents in respect of this road</li></ul> | <p>It was originally proposed to provide Fence Type H (Residential Wall and Railing), but if agreeable to the residents TII propose to change this to a like for like replacement of the existing wall (block/rendered) through the reinstated landscaped area at Ashley Ave. Further detail can be found in the: Railway Order Plans\Drawings - Landscaping Details Fingal County Council and Dublin City Council (Sheet 6 of 13).</p> <p>The number of walkways, including the required breaks in the wall form part of the proposed Project and has been designed to take into account the R132 Connectivity Project promoted by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists, and pedestrians.</p> <p>As noted in Section 4.13.2, four existing footbridges over the R132 Swords Bypass will be demolished as part of the MetroLink project. These bridges will not be replaced as connectivity across the R132 road corridor is proposed to be established with the signal-controlled crossing points as part of the consented R132 Connectivity Project works.</p> <p>Noting that the adjacent R132 is "de-trafficked" and narrowed, the speed limit along the urbanised road will also be reduced appropriately in accordance with the proposed FCC R132 Connectivity Project, improving safety for all road users particularly pedestrians and cyclists.</p> |  |
| 9                                                                                                                                       | Alternatives                             | 10       | <p>We would consider little modification is required to the plans as they currently exist and indeed that our requirements will not incur any cost but rather make some additional savings for the project. The simplest solution is of course to re-route the line so that it does not pass within our estate. However, assuming that this is not possible for whatever reasons may be given.</p> <ul style="list-style-type: none"><li>• Wall and Type - Bearing in mind the type of wall. Reinstatement the boundary wall between Ashley Green and the R132 to as near the R132 as it currently exists. The green has provided a safe and secure open space for all.</li><li>• Green area - Reinstatement the green to retain the aspect that it currently has, in order to retain this highly cherished amenity value. There is no need or desire for all the planned footpaths.</li><li>• Tree planting - Replant mature trees along both sides of the reinstated boundary wall to provide sound deadening of traffic on the R132, and the visual aspect that we currently enjoy and have done for decades. Indeed, the Metro project already acknowledges that the noise endured by the residents from traffic along the R132 is loud enough even with the mature trees along the boundary.</li></ul>            | Addressed in responses number (1) and (8) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 10                                                                                                                                      | Alternatives                             | 10       | <p>Cont.,,,</p> <ul style="list-style-type: none"><li>• Opening in boundary wail - Replicate the current 2 openings in said wall with one at the proposed toucan crossing along the R132, thereby retaining safe access to and from the Swords side of Chapel Lane, and one at the exit to the R132 to allow for foot traffic to access the crossing at the new junction replacing the Malahide roundabout.</li><li>• Footbridge across the R132 - While realising that there may be some engineering implications relative to the Metro line itself, we can concede that its retention on this specific basis may not be possible. However, we would suggest that the footbridge be retained as it provides a much safer access route across the R132 rather than a Toucan crossing. We say this based on consideration for the most vulnerable members of our community and indeed to retain such safety benefits for the whole community of swords that use this bridge daily.</li></ul>                                                                                                                                                                                                                                                                                                                            | Addressed in response number (8).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

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| Item No.                                                                                                                                | Section Ref.                                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724 |                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11                                                                                                                                      | Structural aspects and constructional aspects on residents and properties | 11       | <p>We would also have many concerns in respect of the proposed 'Property Owners Protection Scheme' ("POPS"), however at this time we do not have sufficient information to provide a solid and reasoned basis to form a detailed expression of appeal. However, many residents do have serious concerns in respect of the actual properties which will be included under this scheme and the duration to applied for any possible consequences and time scales that will be applied under said scheme.</p> <p>Consequently, we would wish to be assured that all measures be fully explored and explained in layman's terms in order that each resident may be fully aware of the implications for their own property and all preventative and or remedial actions that may be taken or are available.</p> | <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>The proposal does not require acquisition of properties belonging to Ashley estate residents.</p> |
| 12                                                                                                                                      | Structural aspects and constructional aspects on residents and properties | 11       | <p>We have also been advised that preventative / remedial measures in respect of the impact to the Estate for the duration of the construction phase are in place. Once again, we find that the details of such issues are a little vague and again do not allow for a reasoned and detailed appeal currently.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The appointed construction contractor and Metrolink operator is required to to prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p> <p>Detail on the mitigation measures that are linked to human health outcomes in both the Construction and Operational Phases are presented in the following EIAR chapters: Chapter 9: Traffic &amp; Transport; Chapter 11: Population &amp; Land Use; Chapter 12 (Electromagnetic Compatibility &amp; Stray Current), Chapter 13 (Airborne Noise &amp; Vibration); Chapter 14 (Groundborne Noise &amp; Vibration), Chapter 16 (Air Quality);Chapter 18 (Hydrology); Chapter 19 (Hydrogeology); Chapter 20 (Soils &amp; Geology) and Chapter 28 (Risk of Major Accidents &amp; Disasters). For the purpose of clarity, the identified mitigation proposed in the above Chapters for the impacts relevant to the human health assessment are contained in Chapter 10 (Human Health) Table 10.16.</p> <p>Furthermore, details of the Property Owner Protection Scheme (POPS) are as addressed in response number (11).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13                                                                                                                                      | Structural aspects and constructional aspects on residents and properties | 11       | <p>We also have some concerns about the issue of the groundwater with respect to the proposed Metro, since the method of construction will naturally introduce an artificial barrier in what is a very high-water table area, already somewhat prone to flooding</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The proposed Project will result in an increase in the area of impermeable surfaces due to the construction of the track bed, new stations, P&amp;R, depot and other associated infrastructure. To ensure no associated increase in flood risk, the proposed Project developed an overarching Drainage Strategy to ensure the implementation of Sustainable Drainage Measures (SuDS). These measures, which will be further developed through detailed design, are in line with CIRIA SuDS manual C753 (2015), Great Dublin Regional Code of Practice and associated GDSDS Technical Documents and Fingal CC Blue/Green infrastructure for Development Guidance Note. The proposed measures are designed to ensure no increase in existing runoff rates throughout the proposed new development as a consequence of the works.</p> <p>Furthermore, the MetroLink project has been designed with a number of "Drainage Wells" in the R132 area (see Railway Order Alignment Drawings for the north end of the scheme) to alleviate the barrier affect mentioned and allow ground water to continue to flow from west to east as at present.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                                          |                                                                           |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                                                                  |                                                                           |          | Ashley Estate Residents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724 |                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 14                                                                                                                                      | Structural aspects and constructional aspects on residents and properties | 11       | The matter of the routine operation of the Metro line is also a concern to many residents as to how it may have and negative impact on the estate or properties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Information on how the calculation of the baseline and subsequent assessment of the operational noise impact on receptors such as residents on Ashley Ave is provided in EIAR Chapters 13 and 14 . EIAR Chapter 13, section 13.5.3.4 details the criteria applied to calculate and assess the operational airborne rail noise impact. The rail noise level is added to the measured baseline noise levels deemed representative of each location to calculate a cumulative noise level. The cumulative level is compared against the baseline noise level from surveys undertaken to determine the increase in noise levels. In line with the negligible change calculated in traffic noise levels along the R132 in AZ1 (Assessment Zone 1), the measured baseline noise levels are considered to remain a valid representation of the future traffic noise level in this area.</p> <p>Operational rail airborne noise levels have been calculated at the closest noise sensitive locations (NSLs) to the above ground section of railway across the proposed Project. The route alignment running between the R132 and Ashley Avenue is positioned below ground in a cut and cover structure therefore the operational airborne rail noise does not have a significance rating of noise change from baseline. Please also refer to EIAR Chapter 13, section 13.5.3.4,Table 13.75 through to 13.78 for further information.</p> <p>Following the completion of the groundborne noise and vibration assessment, Chapter 14, Groundborne Noise &amp; Vibration section 14.6.2 confirms that there are no residual impacts applying at Ashley Ave during the operation.</p> |
| 15                                                                                                                                      | Summary                                                                   | 12       | <p>We are not against the Metro itself and understand and support the benefits arising for the general community. All we require, are:</p> <ul style="list-style-type: none"><li>•Absolute assurances regarding the overall integrity of our estate and the restoration of our estate to the condition in which it is to be found at this specific time (17th November 2022).</li><li>•The protection of all residents in respect to the structural integrity of our properties both during the construction phase and daily operation of the line. While we understand that the Property Owners Protection Scheme is tasked with addressing these issues, at this time, we do not fully understand or appreciate the wider implications of this scheme or as to how the rules may be applied.</li><li>•We reserve the right to further elaborate on these or any other issues not specifically mentioned in this appeal at the oral hearings.</li><li>•We would consider these matters to be fair and reasonable in every respect and are willing to provide any further clarification as may be requested.</li></ul>                                                                                                                                                                                                                                                                                             | <p>See also response number (1) above.</p> <p>Details of the Property Owner Protection Scheme (POPS) are as addressed in response number (11).</p> <p>A significant number of surveys have been undertaken to categorise the receiving environment for this EIAR. Further survey requirements to be undertaken during Enabling Works include further biodiversity surveys, contamination investigations, groundwater monitoring, noise and vibration monitoring and ground movement monitoring. These surveys will confirm and update the findings of surveys completed for the EIAR. In addition, they will provide further detail to allow for the most effective implementation of the mitigation and monitoring required by the RO.</p> <p>TII welcome any further engagement on any matters of concern either before, or if necessary, during the oral hearing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 16                                                                                                                                      | Summary                                                                   | 12       | Closing comment It should be noted that ALL residents are currently very much opposed to the project at this time however feel that the restoration of good will can be achieved by addressing the single most important issue of having the estate returned to an as is position on completion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | See response number (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 17                                                                                                                                      | Additional Comment                                                        | 13       | <p>Additional Comment Regarding the Application for Railway Order for Metrolink at Ashley Estate as detailed by some residents.</p> <p>I have had correspondence with the Metrolink Project for a period and I wish to advise that I have become disillusioned with the way my enquiries have been responded to, the lack of concern of the impact that the project will have in general on the living environment during its construction and during its operation</p> <p>I have asked specific questions about <u>Public Open Space, and the current Planning Designation of the area of the proposed project at Ashley Estate</u>. Enquiries regarding the <u>security of property during the construction</u> phase of the project. I sought confirmation that location of the project is in accordance with current Development Plan of Fingal Co. Council. Specifics were sought regarding <u>detail of walls and fences at Ashley Estate and Chapel Lane</u>. The detail requested was not provided.</p> <p>I have arrived at a view that whereas some people in this estate have put significant effort into communicating the concerns of various residents regarding the impact of this project on their properties and quality of life particularly during the construction phase of the project, the project team has made little effort to show how in detail these concerns are being addressed.</p> | <p>Over the last few years various meetings took place to update Ashley Avenue Estate with the design development and to obtain the feedback in order to fit the proposed design in best possible way. Numerous changes have been proposed which were presented and discussed.</p> <p>Further acknowledging your concerns, TII is committed to working with local resident’s groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                                          |                    |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724 |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 18                                                                                                                                      | Additional Comment | 14       | <p>In fact, it would appear that this project is utilising the confusion of the impact to the Fingal Co. Council R132 Project to justify their lack of addressing some of the significant issues of resident's concern and providing responses that the issues are the responsibility of Fingal Co. Council.</p> <p>Examples are: the extent of openings in the boundary wall with the R132, the loss of the Pedestrian Bridge Assess to the Western side of the Swords Bypass, the design of the final cover of the public open space.</p> <p>The Metrolink Project refers on a number of occasions to enhancement to the public open space, however other than additional unnecessary paths, additional accesses and egresses through the boundary wall (also personally considered unnecessary) and without the detail of planting and biodiversity improvement and detail with regard to future maintenance.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Please see response number (1) & (8).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 19                                                                                                                                      | Additional Comment | 14       | <p>In conclusion, I would advise that my view of this project is one of disillusionment with the process, with the project's interest only being the delivery of the targeted transport route, the lack of obvious addressing of concerns raised (with effort being made to appear on record that responses were made, as if residents' concerns are being addressed), and the resultant lack of any significant change to the proposal, to minimise the negative impact of the project on Ashley Estate and Chapel Lane.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Please refer to response number (1), (8) & (17) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 20                                                                                                                                      | Additional Comment | 14       | <p>We live in 43 Ashley Ave and have resided here since 1981 and we raised 2 children here. We had some great times on the green and would love to see the green put back the way it is now (Walsh Family)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Please see response number (1) and (8).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 21                                                                                                                                      | Additional Comment | 15       | <p>I would like to declare my full and total support for the issues as raised within this submission. I have enjoyed the ambience and security of living here and have followed closely the debate amongst the neighbours in regard to this project over the last few years, since it first came to our attention.</p> <p>Concerns:</p> <ul style="list-style-type: none"><li>• The proximity of the line itself, being less than 30 meters from my front door, and the possibility of negative structural impact on my house.</li><li>• Notwithstanding my concerns in respect of the property, I personally have grave concerns due to my life long illness (Laryngectomy). As you can understand I therefore must make every effort to safeguard my health and would consider the project to be a probable initiator of further ill health.</li><li>• The construction phase will undoubtedly result in a lot of disruption, such as noise levels, dust, dirt, not to mention general inconvenience, and it is logical to state that a lot more besides the ones I detail here. Given there are people living in the house who are on shift patterns it is reasonable to assume that the working hours of construction will also have a serious impact in daily life.</li><li>• In addition to any of the aforementioned serious, and personal issues, I wish to state that I am in total opposition to the line being routed through our estate given that at this time the Til plan to destroy the overall feel of our estate by the creation of the linear park. I and many of our neighbours flatly.</li></ul> | <p>Further to response (14) &amp; (15) above, the appointed construction contractor and Metrolink operator will prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p> <p>Any structural impact on properties within 30m of the alignment will be monitored and addressed through the proposed POPS scheme. Please refer to response (11) above.</p> <p>Detail on the mitigation measures that are linked to human health outcomes in both the Construction and Operational Phases are presented in the following EIAR chapters: Chapter 9: Traffic &amp; Transport; Chapter 11: Population &amp; Land Use; Chapter 12 (Electromagnetic Compatibility &amp; Stray Current), Chapter 13 (Airborne Noise &amp; Vibration); Chapter 14 (Groundborne Noise &amp; Vibration), Chapter 16 (Air Quality);Chapter 18 (Hydrology); Chapter 19 (Hydrogeology); Chapter 20 (Soils &amp; Geology) and Chapter 28 (Risk of Major Accidents &amp; Disasters). For the purpose of clarity, the identified mitigation proposed in the above Chapters for the impacts relevant to the human health assessment are contained in Chapter 10 (Human Health) Table 10.16. No additional mitigation, over and above that outlined in the sections above, is proposed for Human Health.</p> |  |



| Submission No.                                                                                                                          |                    |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |
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| 22                                                                                                                                      | Additional Comment | 16       | <p>We John and Lorraine Jones of 46 Ashley Ave, live facing directly on to the green in question. This green space, where my children and every other child in the estate has played safely over the years has become the centre of our community for nearly 40 years.</p> <p>To alter it as per your plans, would in our opinion rip the heart out of our community. We request that you would put our green back to the condition it is at present, or as close to what we have.</p> <p>We want for our grandchildren to have a safe place to play, also for our neighbours to continue to enjoy meeting on the green while outwalking dogs, exercising, or watching our children playing.</p>                  | Please see response number (1) and (8). |
| 23                                                                                                                                      | Additional Comment | 16       | <p>We live at 28 Ashley Ave facing the gorgeous green that has been our sanctuary for the last 30 years or more. We now have grandchildren who enjoy playing like their father did when he was young playing safely. We love being able to enjoy the peace and tranquillity of the space that not many other housing estates have.</p> <p>We would like to preserve what we have and by doing this we want you to put the green back the way it was.</p>                                                                                                                                                                                                                                                          | Please see response number (1) and (8). |
| 24                                                                                                                                      | Additional Comment | 17       | <p>As an estate, we are like big family where we feel safe and secure together. We share the green area where our kids play, our dogs run we all catch up.</p> <p>With your plans you are taking away our security, your taking away from our community, which we all know so little is left in our green isle.</p> <p>Your plans to open up the green area for the Luas is an injustice to our community our big family. We all live here be it young, old, single, sick, happy or sad, and support each other, mix with each other, and you're going to ruin the one area we have to congregate together. Open it up as a pass through for all sorts of opportunist that can take advantage of a community.</p> | Please see response number (1) and (8). |
| 25                                                                                                                                      | Additional Comment | 17       | <p>We live at 10 Ashley Drive; I am originally from Chapel Lane and have used the green area both as a child and now as a mother. We have two young children and a dog who utilise the green area and footbridge daily.</p> <p>The safety it offered us as parents was a big factor in our choice of home in 2018. We find the proposed drawings of numerous access points to a major and busy road quite alarming and highly irresponsible. Therefore, we request that at a minimum, the green area of Ashly / Chapel Lane be restored to its current state</p>                                                                                                                                                  | Please see response number (1) and (8). |

| Submission No.                                                                                                                          |                    |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |
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| 26                                                                                                                                      | Additional Comment | 18       | It is a safe space for play, exercise and for our dogs to run. We will have to persevere through possibly years of disruption during the works and we at 56 feel that it is a relatively small ask to have the green restored to or as near as possible to what we have now.                                                                                                                                                                                                                                                                                                                        | Please see response number (1) and (8). |
| 27                                                                                                                                      | Additional Comment | 18       | It has been a relatively safe and extremely good place to raise our families. Many of us now welcome our grandchildren to experience the same freedom our children enjoyed. This would all change if this plan were to go ahead. There are lots of young families with children moving into this Estate and they need a safe space to play so we respectfully request that you revise your plans and leave our green area as it currently is.                                                                                                                                                       | Please see response number (1) and (8). |
| 28                                                                                                                                      | Additional Comment | 19       | We live in 40 Ashley Avenue, directly across from the green, our children along with all our neighbours' children grew up playing on the green, the grandchildren are now playing on it. It is a safe place, and we still use it to exercise our dog several times a day. We just want the green to be put back the way it is now                                                                                                                                                                                                                                                                   | Please see response number (1) and (8). |
| 29                                                                                                                                      | Additional Comment | 20       | One of the main selling points for us when buying our house 39 Ashley Ave was the privacy and security aspect of it. The area in the estate your team will be working, we know as The Green, it is a secure and safe area for our children to play and for our dogs to have a run around and exercise.<br><br>The plan you have put forward for The Green when your works are complete, totally run contrary to the wishes of the estate residents. To put it simply, we would like The Green put back the way it was prior to works being carried out, nothing fancy, just back to the way it was. | Please see response number (1) and (8). |
| 30                                                                                                                                      | Additional Comment | 20       | We live in 33 Chapel Lane, and object to the proposed plans for the new green area and boundary wall. We have 2 young children who love to cycle and scoot along the pathway between the boundary wall & green grass area. This is the only place for our children to play safely out on the estate. The boundary wall gives us added security, and a buffer to reduce noise from the dual carriage way. We would like it to remain as is after works are completed.                                                                                                                                | Please see response number (1) and (8). |

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| Submission No.                                                                                                                          |                     |          | 014                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                         |
| Organisation Name or Name of Submitter                                                                                                  |                     |          | Ashley Estate Residents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                         |
|                                                                                                                                         |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         |
| Item No.                                                                                                                                | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                            |
| Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         |
| 31                                                                                                                                      | Additional Comment  | 21       | My daughter loves to cycle on the path beside green. She feels safe to cycle over there. I walk and exercise over there as well. I feel the green right now is safe, secure, and peaceful. We respectfully request that keep the green the way it is right now.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please see response number (1) and (8). |
| 32                                                                                                                                      | Additional Comment  | 21       | We live at 45 Ashley Avenue and have done so for 25 years. Our children grew up using the green as a safe place to play with their friends and now the next generation of children & grandchildren of Ashley use the green.<br><br>We exercise our dogs there safely. The green is a great space for our estate and is used daily all year round. We would like the green to be put back exactly as it is                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Please see response number (1) and (8). |
| 33                                                                                                                                      | Councillor response | 28       | Councillor response:<br><br>On behalf of myself and Lousie O'Reilly TD - I'm happy to confirm our continued support for the residents of Ashley Estate, Seatown Villas and Estuary Court, particularly in relation to the restoration of the boundary walls of residential estates adjacent to the R132 following works necessary for the delivery of the Metrolink. This and the installation of linear parks in their stead have been the topic of many discussions and are issues of major concern raised by residents and by myself and Deputy O'Reilly at meetings attended by the TII, residents groups, elected representatives and others.<br><br>We will continue to support the residents who have been extremely positive in their backing of the delivery of this long awaited important infrastructure for Swords, however the issues that have been raised by residents and their representatives have not been satisfactorily addressed and the reinstatement of boundary walls will not impact on the delivery of Metrolink. | Please see response number (1) and (8). |
| 34                                                                                                                                      | Councillor response | 29       | Councillor response:<br><br>I am happy to support the Ashley Residents in their objective in having their estate returned to its original condition following the construction of Metro. Like you I accept that we definitely need Metro for lots of reasons but the residents here have enjoyed a quiet enclosed environment by custom and practice for 40 years. My understanding of the linear park is that it's part of the Metro plans and will be delivered by them it has not been either planned or is it being paid for by Fingal County Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Please see response number (1) and (8). |
| 35                                                                                                                                      | Councillor response | 30       | Councillor Response:<br><br>I totally agree as I have said on a few occasions a united front is what is required and am happy to lend a hand and my support in any meaningful way possible to Ashley and surrounding estates.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Please see response number (1) and (8). |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                                                       |              |          | Barry and Aileen Dempsey                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                                                            | Letter       | 1        | I am fully supportive of the development and implementation of a Metrolink project to connect the city centre and various existing transport routes to Dublin Airport. It is an essential component of a sustainable, efficient, lower-carbon transport infrastructure in the future. At the same time, we have reviewed the reports, proposals and supporting evidence and are firmly opposed to the siting of the terminus at Charlemont. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project with the exception of Charlemont Station. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                                                                            | Letter       | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services.                                                                                                                                                                                                                     | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                                                       |              |          | Barry and Aileen Dempsey                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                                              |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3                                                                                                                                            | Letter       | 1        | St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus. | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West. St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase. As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040 and the GDA Transport Strategy 2022-2042 (section 12.3.2). 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.</p> |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                                                       |              |          | Barry and Aileen Dempsey                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                              |              |          | Response (3) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The submission is being argued argues that Charlemont station effectively becomes a terminus station in the short to medium term. The implication is that the activities normally associated with a terminus are incompatible with the proper planning and sustainable development of this location, in particular, travel to and from the location by car at the start and end of journeys.</p> <p>In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, However, Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR. Additionally, there is a strong level of interchange offered throughout the corridor at locations such as Glasnevin, O'Connell Street, Tara Street and St Stephen's Green, where many journeys on the MetroLink will 'terminate'.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above in response (2).</p> <p>If the scheme were to terminate at St Stephen's Green, it would be inconsistent with the GDA Transport Strategy 2022-2042 to locate the terminus at Charlemont.</p>                                  |
| 4                                                                                                                                            | Letter       | 1        | 2. Wasteful Duplication of Rail infrastructure: - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at €650M is a duplication and enormous outlay that represents very poor value-for-money, and deprives other parts of Dublin that are in immediate need of rail infrastructure to support urgently required housing and urban development. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any case, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers.</p> |



| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Organisation Name or Name of Submitter                                                                                                       |              |          | Barry and Aileen Dempsey                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                                              |              |          |                                                                                                                                                                                                                                                                                                                                                                                              | <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 5                                                                                                                                            | Letter       | 1        | 3. The station box at Charlemont, as constructed in 2021/22 by the developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive. | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                  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| 6                                                                                                                                            | Letter       | 1        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development.</p> <p>The implications of this new alignment are very negative for the local community as they will inevitably involve top-down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston Road are demolished.</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the decision not to proceed with the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating an underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p> |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 7                                                                                                                                            | Letter       | 2        | 5. The Environmental Impact Assessment is deficient in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing. | TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise & Vibration, and 14 Groundborne Noise & Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                                                                                                                                            | Letter       | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area.                                                                                                                                                                                                                          | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:</p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:</p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Loss of amenity during construction:</p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> |

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|                                                                                                                                              |              |          | Response (8) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Loss of amenity during operation:</p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z6 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> <p>See below in relation to the submission that the Traffic Study for Charlemont is inadequate because it omitted the impact of airport users from south Dublin travelling to this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                                                                                                                                            | Letter       | 2        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development.</p> | <p>MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport" as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont".</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made "The Traffic Study uses a strategic, generalised regional model that does not take local factors into account." or "The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account."</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |

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| 10                                                                                                                                           | Letter       | 2        | 7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand Parade is an already heavily congested orbital route. | <p>MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Operational Phase:</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |

| Submission No.                                                                                                                               |              |          | 015                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                                                                                       |              |          | Barry and Aileen Dempsey                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11                                                                                                                                           | Letter       | 2        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, operational noise and signals, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a q residential neighbourhood into a noisy, busy, congested major transport hub. | Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips. There is evidence to suggest that the introduction of a world class metro system greatly benefits established residential areas.                                                                                                                                                 |
| 12                                                                                                                                           | Letter       | 2        | Accordingly, we are requesting the following amendments of An Bord Pleanála:<br><br>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.<br><br>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.                                                                        | The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.<br><br>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042) and would be a material contravention of the Dublin City Development Plan 2022-2027. In addition, any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme. |



| Submission No.                         |              |          | 16, 49, 83, 84, 86, 91, 120, 138, 157, 164, 172, 197, 207, 267                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 1                                      | Letter       | 1        | I am in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport. However, as a resident living in the Dartmouth/Charlemont area, I wish to set out a number of observations for the Board regarding the proposal to locate the terminus station at Charlemont-Dartmouth. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2                                      | Letter       | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services.                                                                                                   | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> |

| Submission No.                         |              |          | 16, 49, 83, 84, 86, 91, 120, 138, 157, 164, 172, 197, 207, 267                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                        |              |          | Response (2) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3                                      | Letter       | 1        | St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus. | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen’s Green West.</p> <p>St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen’s Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen’s Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen’s Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen’s Green Park would be greater for a station in this location compared to the proposed location on St Stephen’s Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen’s Green East; it would impact an area of the Park that has greater amenity value than St Stephen’s Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen’s Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040 and the GDA Transport Strategy 2022-2042 (section 12.3.2). 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.</p> <p>The submission is being argued argues that Charlemont station effectively becomes a terminus station in the short to medium term. The implication is that the activities normally associated with a terminus are incompatible with the proper planning and sustainable development of this location, in particular, travel to and from the location by car at the start and end of journeys.</p> |

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| 3                                      | Letter       | 1        | Response (3) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, However, Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR. Additionally, there is a strong level of interchange offered throughout the corridor at locations such as Glasnevin, O'Connell Street, Tara Street and St Stephen's Green, where many journeys on the MetroLink will 'terminate'.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. As noted in response item (2), during the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The fact that the Charlemont Station is now being referred to and considered as a “terminus station” rather than an interchange station, does not change the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise. vibration and other environmental effects.</p> <p>If the scheme were to terminate at St Stephen’s Green, it would be inconsistent with the GDA Transport Strategy 2022-2042 to locate the terminus at Charlemont.</p> |
| 4                                      | Letter       | 1        | 2. Expensive Duplication of Rail infrastructure: - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA’s cost estimate for this 1km section at €650M is an expensive duplication and significant investment that deprives other parts of Dublin that are in immediate need of rail infrastructure to support urgently required housing and urban development. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any case, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers.</p>                                                                                                                                                                                                                                              |

| Submission No.                         |              |          | 16, 49, 83, 84, 86, 91, 120, 138, 157, 164, 172, 197, 207, 267                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                        |              |          | Response (4) continued                                                                                                                                                                                                                                                                                                                                                                       | <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 5                                      | Letter       | 1        | 3. The station box at Charlemont, as constructed in 2021/22 by the Developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive. | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| 6                                      | Letter       | 1        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development.</p> <p>The implications of this new alignment is very significant on our wider community as it will involve top-down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston Road are demolished.</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the decision not to proceed with the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating a underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> |

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|                                        |              |          | Response (6) continued.                                                                                                                                                                                                                                                                                                                                                                 | <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p> |
| 7                                      | Letter       | 2        | 5. The Environmental Impact Assessment is inadequate in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing. | <p>TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.</p>  |



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| 8                                      | Letter       | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area. | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p><b>Noise and disturbance during construction:</b></p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p><b>Noise and disturbance during operation:</b></p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p><b>Loss of amenity during construction:</b></p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> <p><b>Loss of amenity during operation:</b></p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective “To provide for the creation and protection of enterprise and facilitate opportunities for employment creation”. The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> <p>See below in relation to the submission that the Traffic Study for Charlemont is inadequate because it omitted the impact of airport users from south Dublin travelling to this location.</p> |

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| 9                                      | Letter       | 2        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with baggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development.</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a “huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport” as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont”.</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made “The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.” or “The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account.”</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |

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| 10                                     | Letter       | 2        | <p>7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand Parade is an already heavily congested orbital route.</p> <p>Note:-Submission No.83 from Elisabeth Vandenberghe, 22 November 2022, also makes a further observation at the end of the above paragraph "which I cycle along to get to work. This has been hazardous during the Hines construction period and will be even worse for the 8 years which it will take to build the Metrolink and then for ever after because of the traffic volumes. Therefore instead of making Dublin pedestrian and bike friendly this development will have the opposite effect".</p> | <p>MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p><b>Construction Phase:</b></p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>With particular regard to cycle safety, as part of the traffic assessment presented in EIAR Appendix A9.5 Scheme Traffic Management Plan, the impact on cycle safety has been considered. A two-stage screening assessment methodology has been adopted, ensuring that any reduction in quality of service for cyclists (by one level or more) has been captured, with remedial measures including the temporary installation of cycle ways where appropriate, to minimise the impact on cyclists. Where the existing level of service cannot be maintained in the vicinity of the construction sites, alternative routes will be designated to minimise the risk to vulnerable users. As such, the traffic management measures have been designed in line with the hierarchy of road users identified in the GDA Transport Strategy, giving highest preference to pedestrians and cyclists. Prior to implementation, all traffic management measures will be agreed with DCC, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken to ensure the safety of users.</p> |

| Submission No.                         |              |          | 16, 49, 83, 84, 86, 91, 120, 138, 157, 164, 172, 197, 207, 267                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                                        |              |          | (10) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Operational Phase:</b></p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |
| 11                                     | Letter       | 2        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, operational noise and signals, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a residential neighbourhood into a noisy, busy, congested major transport hub. | <p>Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>TII do not agree that the development will have a long term and permanent negative affect. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12                                     | Letter       | 2        | <p>Accordingly, we are requesting the following amendments of An Bord Pleanála:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p>                                                               | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042) and would be a material contravention of the Dublin City Development Plan 2022-2027. In addition, any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                                                       |                                                       |          | 017, 038, 061, 147, 158, 184, 201, 294, 308                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Corr Property Consultants on behalf of Bart and Patricia Broderick 33 Beach Park, Laytown, Co. Meath. College Gate Apartment No: 53 Ref No: ML60-A10 |                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                                                                                                                                                    | General Objection                                     | 1        | We [act on behalf of the above clients who] have been served with notice of the making of the above Railway Order Application. Having reviewed the drawings and documentation accompanying same, we [our clients have instructed us to] object to the confirmation of the Metrolink Railway Order Application and all of the supporting documentation to include the proposal Railway Works and Land Requirements, the Book of Reference, the EIAR and the Natura Impact Statement on the following grounds: | TII wish to thank you for your submission and provide the following comments in response to the matters raised.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                                                                                                                                                    | 1. Project Need                                       | 1        | As currently designed, this project is excessive and is leading to a significant overspending versus alternatives. The requirement in relation to increased use of public transport could be met in alternatives ways that would have been much less costly and at the end of the day, would have been better than the Metrolink as it is currently proposed.                                                                                                                                                | <p>TII disagree and have demonstrated the benefits in both the EIAR and the approved business case for the proposed MetroLink Project.</p> <p>Chapter 03 (Background to the MetroLink Project) details the overall need for the Project, and how MetroLink will address a number of current challenges, including compact growth, sustainable mobility, enhanced regional connectivity, quality international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximising sustainability gains, strong economy supported by enterprise innovation and skills, access to quality childcare, education and health services, and strengthened rural economies and communities.</p> <p>Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the development of the proposed Project, including the consideration of alternative transport options. The options assessed included for heavy rail, light rail, Bus Rapid Transit (BRT) options in addition to combination options. The short-listed options were subject to assessment by way of a Multi-Criteria Analysis (MCA) having regard to Environment, Economy, Safety, accessibility and Social Inclusion and Integration.</p> <p>The assessment, presented in section 7.3.2 of Chapter 7 (Consideration of Alternatives) identified an Optimised Metro North as the best medium-and long-term transport project for the Greater Dublin Area for the following reasons:</p> <ul style="list-style-type: none"><li>* It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (tunnelled Luas);</li><li>* It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>* It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li><li>* It delivered a connection right into the centre of the city, serving O'Connell Street and St. Stephen's Green;</li><li>* It retained the opportunity to extend Luas Cross-City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</li><li>* Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</li><li>* It could potentially extend southwards in the longer term to alleviate high travel demand on the Luas Green Line and ultimately form a compete north south metro corridor traversing both the north and south city; and,</li><li>* This option delivered the highest safety benefits when compared to other options.</li></ul> <p>The business case for the Project has been Approved in Principle by Government in line with the Public Spending Code, based on economic and financial appraisals undertaken in a range of scenarios. The assessment finds that MetroLink is a very positive investment for the people of Ireland, in the country's journey to a low carbon and more sustainable transport network. TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order, to ensure the benefits of MetroLink can be realised as soon as possible.</p> |
| 3                                                                                                                                                    | 2. Economic Analysis of Metrolink Versus Alternatives | 1        | The projected total budget cost of the Metrolink Project is extremely high versus other infrastructure capital projects. Analysis is showing that alternatives would have been able to deliver a similar or higher overall benefit and at a lower cost. Therefore, the economic cost benefit analysis on the Metrolink Project should mean that the project should not be progressed in its current form.                                                                                                    | Please refer to response (2) above in relation to the consideration of alternatives, the reasons that the Proposed Project was selected as the preferred option, and the economic assessments undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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College Gate Apartment No: 53 Ref No: ML60-A10 |                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| 4                                                                                                                                                    | 3. Route Selection                                | 1        | Even if one assumed that the Metrolink project was needed and it did stand up to economic analysis, the route chosen is flawed. Better alternative routes were available to the Designers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>MetroLink is needed and the economic analysis has been reviewed and approved.</p> <p>Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the development of the proposed Project, including the route selection process. The NTA and TII commissioned an Alignment Options Study to determine the Emerging Preferred Route (EPR) for New Metro North proposed in the Transport Strategy for the GDA. The New Metro North Alignment Options Report (TII, 2018), and all relevant appendices can be reviewed at <a href="http://www.metrolink.ie">www.metrolink.ie</a>.</p> <p>The study area was based around a corridor from Swords to Dublin City Centre via Dublin Airport, in line with the Project's objective as identified in the Transport Strategy for the GDA 2016-2035. The overall study area was broken into three sections, with a number of station location options proposed within. Based on the conclusions of the multi criteria analysis, Option 9 was recommended as the Emerging Preferred Route for New Metro North for the following primary reasons: (Full details of this analysis are presented in section 7.6 of Chapter 7 (Consideration of Alternatives)).</p> <ul style="list-style-type: none"><li>* In terms of Economy, it delivers substantially more benefits than most of the options resulting in the joint highest BCR;</li><li>* It performs among the best in terms of public transport usage i.e. boardings over 24 hours;</li><li>* It integrates better with the wider transport network with better potential for seamless interchange with other modes, particularly heavy rail in the city centre and bus in Swords, than other options considered;</li><li>* It integrates better with current Land Use Policy particularly in Ballymun and Swords; and</li><li>* In terms of Environment, while there are some impacts in terms of Landscape and Visual and Archaeology, Architecture and Cultural Heritage, these impacts can largely be mitigated.</li></ul> <p>Submissions made by stakeholders and the public during the Public Consultation in 2018 on the EPR were carefully analysed. Taken together with other proposed route alignment and design improvements, design responses to consultation submissions have resulted in a number of changes to the EPR leading to a Preferred Route, including alterations to the alignment which led to alternative station locations:</p> <ul style="list-style-type: none"><li>* Realignment of the EPR at Lissenhall;</li><li>* Realignment of the EPR along the R132 Swords Bypass through Swords;</li><li>* Realignment of the EPR over the M50 Motorway and to Ballymun;</li><li>* Realignment of the EPR at O'Connell Street Station; and,</li><li>* Alignment under Trinity College Dublin (TCD).</li></ul> <p>Chapter 07 also provides an outline on a station-by-station basis of alternative station locations, layout or design changes. For full details of the analysis undertaken, please refer to the MetroLink Preferred Route Design Development Report (TII, 2019), available at <a href="http://www.metrolink.ie">www.metrolink.ie</a>.</p> |  |
| 5                                                                                                                                                    | 4. Mitigation of Impacts on the Human Environment | 1 and 2  | <p>In the case of the College Gate Apartment Complex the proposed impact mitigations put forward by the Acquiring Authority are seriously flawed and inadequate. The common areas of the complex and the overall College Gate property has been severely blighted since the route for the Metrolink project was decided and it was clear that the College Gate Complex was within the preferred route for the scheme and would have to be demolished should the scheme proceed on foot of a Railway Order as submitted. It was open to the Acquiring Authority to step forward at that stage and immediately offer to fully deal comprehensively with all of the individual owners in the complex and the Owners Management Company with a comprehensive suite of measures. These would include an offer of adequate full compensation to each owner and other measures such as immediate advance payments to the Owners Management Company to upkeep the common areas. It would have been open to owners to sell at that stage to the Acquiring Authority, if they so choose.</p> <p>This has not been forthcoming from the Acquiring Authority and the complex has remained blighted and the lives of the owners severely impacted since the route for the Metrolink was chosen. Contrary to what has been stated publicly, there is nothing in law to stop the Acquiring Authority in this case doing the right thing, that being to have stepped in immediately and dealt comprehensively with a suite of measures for the College Gate Complex including a full purchase offer for owners wishing to sell and move on with their lives.</p> <p>The early negotiations optional proposal put forward by the TII is a totally unsatisfactory proposal and is deeply flawed in many respects. It is not an adequate mitigation offer. Mitigation is critical in relation to all impacts of a scheme.</p> | <p>TII understands and acknowledges the importance for residential property owners to be able to plan their affairs with as much notice and certainty as possible. As part of our Land Acquisition Strategy, detailed in section 21.6.1.3 of Chapter 21 (Land Take), TII has introduced a discretionary scheme to encourage early engagement. Our intention is to enter into a pre-agreement with residential property owners to agree a baseline apartment price and other matters of compensation, which will be payable under the compensation code. This will be determined at an early date and provides a commitment from TII to agree terms, ahead of the statutory process, locking in a baseline apartment price, with an agreement to apply an index to reflect any future uplift. The scheme will accelerate the acquisition process following an enforceable Railway Order avoiding the potential for negotiations to be drawn out. TII advocates that residential property owners are professionally advised and as part of the process have agreed to meet all reasonable professional fees and costs in relation to the negotiation and settlement of the apartment owners legal interest. The scheme does not prejudice property owners nor are they obligated to participate. Residential property owners will continue to be responsible for discharging all contractual obligations under the terms of their long leasehold interest until the acquisition of their property interest has been completed. TII have appointed external property consultants to assist them with the implementation of the discretionary scheme. This also ensures that engagement with residential property owners continues and concerns can be addressed where practicable. Further details on TII's Land Acquisition Strategy can be viewed on the Your Property section of the MetroLink website together with a Compulsory Purchase Order (CPO) Guideline FAQ document <a href="https://www.metrolink.ie">https://www.metrolink.ie</a>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |



| Submission No.                                                                                                                                       |                            |          | 017, 038, 061, 147, 158, 184, 201, 294, 308                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Organisation Name or Name of Submitter                                                                                                               |                            |          | 017 - Bart and Patricia Broderick, 038 - Cathal Duffy, 061 - Dermot and Doris Healy, 147 - John and Majella Darcy, 158 - Karl Egan, 184 - Martin Sheridan, 201 - Newcourt Retirement Fund Managers, 294 - The owner of Apartment 27 College Green, 308 - Veronica Jane O'Mara.                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                                                             | Section Ref.               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Corr Property Consultants on behalf of Bart and Patricia Broderick 33 Beach Park, Laytown, Co. Meath. College Gate Apartment No: 53 Ref No: ML60-A10 |                            |          |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 6                                                                                                                                                    | 5. Time Frames and Funding | 2        | There is a lack of clarity with regard to time frames and funding for the Metrolink Project. There is no clarity with regard to the approval process and how long this will take. While this is ongoing, the severe blight on the College Gate Complex will continue and the hardship placed on the owners and the Owners Management Company will continue. This is wrong. | <p>TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order. Upon approval, the construction phase is anticipated to last approximately 9 years, with the MetroLink planned to be operational in 2035.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>There is also an opportunity for The Board and parties who made submissions during the statutory consultation process to question TII and its specialists. Following this process, and based on information available to The Board, they will make a decision on the application.</p> <p>An Bord Pleanála have stated that an Oral Hearing will be held for MetroLink.</p> |  |
| 7                                                                                                                                                    | 6. Oral Hearing            | 2        | All of the points raised above can be fully addressed at an Oral Hearing which we request be held in relation to the Metrolink project. The above is only a basic outline of some of the points that are relevant to our clients and these points will be further elaborated on and additional points raised at the Oral Hearing, as more information becomes available.   | <p>Please refer to response item (6) above in relation to the Oral Hearing process. Further information is available at <a href="http://www.pleanala.ie/en-ie/oral-hearings">www.pleanala.ie/en-ie/oral-hearings</a></p> <p>An Bord Pleanála have confirmed that an Oral Hearing will be held for MetroLink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 8                                                                                                                                                    | 7. Capital Gains Tax       | 2        | The Principle of Equivalence is being severely breached in the case of apartment owners who are investors and not in occupation. This is due to the anomaly of Capital Gains Tax being payable on compensation. The Acquiring Authority are aware of this matter but have not resolved it.                                                                                 | <p>Where an entitlement to statutory compensation exists, each claim will be assessed on its own merits. The assessment of compensation and relevant heads of claim are derived from a combination of statute, case law and established practices which are referred to as the compensation code. There needs to be casual connection between the loss and the acquisition due to the scheme, which should not be remote. Claimants are expected to take reasonable steps to mitigate their loss and cannot claim any unavoidable losses. Experienced professionals should advise on the relevant heads of claim which commonly include the following: (i) value of legal interest in land e.g. freehold or leasehold (ii) severance or other injurious affection which relates to the devaluation of the retained lands (iii) disturbance and other matters including professional fees and losses sustained or expenses incurred by an owner as a result of the acquisition of land.</p>                                                                                                                                                                                                                                                                                                                                        |  |
| 9                                                                                                                                                    | Closing Objection          | 2        | We reserve the right to include other grounds of objection and to elaborate on the above listed grounds of objection and to tender these at the An Board Pleanála Oral Hearing which we request be held.                                                                                                                                                                   | <p>Please refer to response item (6) and (7) above in relation to the Oral Hearing process.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |

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| Submission No.                                                                                                               |              |          | 018                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                   |
| Organisation Name or Name of Submitter                                                                                       |              |          | Ben and Tatiana Hurley                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                      |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. Case Reference Number NA29N.314724. 14 Jan 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                   |
| 1                                                                                                                            | Letter       | 1        | I am fully supportive of the development and implementation of a Metrolink project to connect the city centre and various existing transport routes to Dublin Airport. It is an essential component of a sustainable, efficient, lower-carbon transport infrastructure in the future. At the same time, we have reviewed the reports, proposals and supporting evidence and are firmly opposed to the siting of the terminus at Charlemont. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project with the exception of Charlemont Station. We have reviewed your submission and responded to the observations made below. |

| Submission No.                                                                                                               |              |          | 018                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| Organisation Name or Name of Submitter                                                                                       |              |          | Ben and Tatiana Hurley                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| 2                                                                                                                            | Letter       | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services. | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemon in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

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| Organisation Name or Name of Submitter                                                                                       |              |          | Ben and Tatiana Hurley                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 3                                                                                                                            | Letter       | 1        | St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus. | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West, ruled out as an alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider transport network that also includes for BusConnects and DART+ which are all included under Project Ireland 2040 and the GDA Transport Strategy 2022-2042 (section 12.3.2). 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 2021 and make Dublin a more liveable and sustainable city.</p> <p>The submission is being argued argues that Charlemont station effectively becomes a terminus station in the short to medium term. The implication is that the activities normally associated with a terminus are incompatible with the proper planning and sustainable development of this location, in particular, travel to and from the location by car at the start and end of journeys.</p> <p>In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, However, Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR. Additionally, there is a strong level of interchange offered throughout the corridor at locations such as Glasnevin, O'Connell Street, Tara Street and St Stephen's Green, where many journeys on the MetroLink will 'terminate'.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. As noted in response item (2), during the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The fact that the Charlemont Station is now being referred to and considered as a "terminus station" rather than an interchange station, does not change the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise. vibration and other environmental effects.</p> <p>If the scheme were to terminate at St Stephen's Green, it would be inconsistent with the GDA Transport Strategy 2022-2042 to locate the terminus at Charlemont.</p> <p>If a decision was taken to terminate MetroLink at St Stephen's Green, significant changes would be required to the scheme. These would include design changes at St Stephen's Green station and provision of alternative turnback facilities immediately south of the station.</p> |  |

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| 4                                                                                                                            | Letter       | 1        | 2. Wasteful Duplication of Rail infrastructure: - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at €650M is a duplication and enormous outlay that represents very poor value-for-money, and deprives other parts of Dublin that are in immediate need of rail infrastructure to support urgently required housing and urban development. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |  |
| 5                                                                                                                            | Letter       | 1        | 3. The station box at Charlemont, as constructed in 2021/22 by the developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive.                                                                                                                | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |

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| 6                                                                                                                            | Letter       | 1        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development.</p> <p>The implications of this new alignment are very negative for the local community as they will inevitably involve top-down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston Road are demolished.</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the decision not to proceed with the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating a underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p> |  |
| 7                                                                                                                            | Letter       | 2        | <p>5. The Environmental Impact Assessment is deficient in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing.</p>                                                                                                                                                                                                                                                                              | <p>TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |



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| 8                                                                                                                            | Letter       | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area. | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:</p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:</p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Loss of amenity during construction:</p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> <p>Loss of amenity during operation:</p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> <p>See below in relation to the submission that the Traffic Study for Charlemont is inadequate because it omitted the impact of airport users from south Dublin travelling to this location.</p> |  |

| Submission No.                                                                                                               |              |          | 018                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| 9                                                                                                                            | Letter       | 2        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development.</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a “huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport” as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont".</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made “The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.” or “The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account.”</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |  |

| Submission No.                                                                                                               |              |          | 018                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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Case Reference Number NA29N.314724. 14 Jan 2023 |              |          |                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| 10                                                                                                                           | Letter       | 2        | 7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand Parade is an already heavily congested orbital route. | <p>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Operational Phase:</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |

| Submission No.                                                                                                               |              |          | 018                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 11                                                                                                                           | Letter       | 2        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, operational noise and signals, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a residential neighbourhood into a noisy, busy, congested major transport hub. | "Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.<br><br>TII do not agree that the development will have a long term and permanent negative affect. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. |
| 12                                                                                                                           | Letter       | 2        | The proposed development will have considerable impact on public safety. Drop off congestion on Grand Parade, even if managed, will inevitably lead to delays for emergency vehicles on a bust artery and main route for such vehicles. Apart from the priority matter of increased risk to life that this will likely pose, it will increase noise levels as emergency vehicle operators will have to revert to greater siren usage. Note also the related gaps in the EIA and Traffic Study outlined above.                                                                               | For the reasons set out by response (10) above, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area. It is therefore concluded that emergency vehicles will not be significantly delayed, and further as noted above, with the exception of a drop-off on Grand Parade for use only by persons with restricted mobility, there will be no other drop areas provided at Charlemont Station.                                                                                                                                                                                     |
| 13                                                                                                                           | Letter       | 2        | Accordingly, we are requesting the following amendments of An Bord Pleanála:<br><br>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.<br><br>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.                                                                      | The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line<br><br>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042) and would be a material contravention of the Dublin City Development Plan 2022-2027. In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.                                                                                                                                       |

| Submission No.                                                                                                                                                                             |               |          | 019                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                     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| Organisation Name or Name of Submitter                                                                                                                                                     |               |          | Berkeley Road Services and Traders Association (BSTA)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                     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| On behalf of the Berkeley Road Services and Traders Association (BSTA), we would like to make the following submission identifying our concerns regarding the proposed metro link project. |               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                     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| 1                                                                                                                                                                                          | BSTA Concerns | 3        | <p>While we anticipate that the proposed development will be a major benefit to our area we do have concerns as to how this can be achieved in an effective and timely manner with minimal disruptions on our businesses. It is inevitable that there will be major issues re. availability of parking, the disruption with the noise and vibration, access for our clients and customers to our services and businesses, the impact of dust on our premises both internal and external and hence the added expense of dealing with this issue, any potential disruption in the supply of water and electricity will require the operation to close.</p> | <p>Programme</p> <p>As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner.</p> <p>Once a contractor has been appointed, TII will seek to further optimise the programme with a view to reducing the overall duration of works at the proposed Mater Station. TII will consult with BSTA and other stakeholders on any such proposals received from the contractor.</p> <p>Traffic Management</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>EIAR Chapter 9, Traffic and Transport, section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestion is minimised. The Plan will include measures such as the establishment of Local Community forums which will cover areas local to each station, where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Regards parking availability, this is also covered by the EIAR in Chapter 9, section 9.6.1.2.4.5, Parking and Loading Construction Impact Assessment, with particular detail provided in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.7:</p> <p>There will be slight impacts for loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost through the phasing of the work. During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC.</p> <p>During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated.</p> <p>A summary of Mitigation Measures in Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic &amp; Transport). The mitigation measure for Berkeley Road for general traffic, parking and loading is to monitor if closures are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> |

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|                                                                                                                                                                                            |              |          | (1) continued                                         | <p>Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the Station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact.</p> <p>TII are committed to working with BSTA and the local business community to ensure that disruption to normal business operations are kept to a minimum.</p> <p>Noise and Vibration</p> <p>Potential impacts associated with noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13, Airborne Noise &amp; Vibration, with mitigation measures proposed where required. EIAR Chapter 14, Ground-borne Noise and Vibration includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage.</p> <p>In summary:</p> <p>Airborne Noise and Vibration<br/>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project for buildings on Berkeley Road.<br/>The assessment of airborne noise and vibration during the construction of Mater Station includes the consideration of a number of receptors on Berkeley Road. Table 13.64 of Chapter 13 presents the potential significant airborne noise impacts, which includes receptors on Berkeley Road with predicted Moderate to Significant, and Significant to Very Significant impacts during some of the work phases. In order to manage and mitigate airborne noise, the Contractor will be required to set this out in their Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1.</p> <p>Should an Enforecable Railway Order be granted by An Bord Pleanála, maximum permissible noise levels and limits on the hours of operation may be conditioned for the construction of MetroLink. Prior to the commencement of any construction works, a detailed noise assessment for each work site will be undertaken based on the most up to date information for each site. Additionally, the contractor undertaking the construction of the works will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a).</p> |



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|                                                                                                                                                                                            |              | (1) continued |                                                       | <p>Groundborne Noise and Vibration</p> <p>Predicted levels of groundborne noise during TBM passage is up to 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact during the relatively short duration of the TBM's passage.</p> <p>Predicted levels of groundborne vibration during TBM passage is 0.264 ms-1.75, which is lower than the Vibration Dose Value (VDV -which is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on building residents.</p> <p>Predicted levels of groundborne noise during the mechanical excavation of Mater Station is up to 35 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact.</p> <p>Predicted levels of groundborne vibration during mechanical excavation of Mater Station is 0.003 ms-1.75, which is lower than the VDV Threshold Level of 0.8 ms-1.75, resulting in a not significant impact on buildings or its residents.</p> <p>Predicted levels of vibration during blasting at Mater Station is up to 4.2 mm/s PPV, which is lower than the Threshold Level of 8 mm/s PPV, resulting in a not significant impact.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source, but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM.</p> <p>Air Quality</p> <p>EIAR Chapter 16, Air Quality, assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for the Mater Station site being:</p> <ul style="list-style-type: none"><li>- Earthworks - Large;</li><li>- Construction - Small;</li><li>- Trackout – Large;</li></ul> <p>This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan.</p> <p>Before commencing relevant works, an Air Quality Management Plan will be prepared, considering the air quality assessment undertaken and any conditions imposed by An Bord Pleanála, and submitted for approval to the relevant local authority, in this case DCC. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>Where it is clearly demonstrated that excessive dust gathering on the external surfaces of business properties is a consequence of MetroLink works, the contractor will be required to engage with BSTA and other business representatives to affect a clean up of the affected area.</p> |

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|                                                                                                                                                                                            |               |          | (1) continued                                                                                                                                                                                                                                                                                                                                                            | <p>Utilities</p> <p>Chapter 22 of the EIAR assesses the impact of the proposed Project on Infrastructure and Utilities during the construction phase, with mitigation measures proposed where required. Construction works required to divert utilities have been detailed in Chapter 5 (MetroLink Construction Phase). Where there is interaction between the proposed Project and existing infrastructure, the locations of the interactions have been identified and planned for, and therefore the potential for service disruption is limited.</p> <p>Utility diversions and any required strengthening works will most likely be undertaken as part of the Enabling Works, prior to commencement of the Main Civil Works. In some cases, planned service disruptions will be required to facilitate the connection of existing services to the newly diverted services. In such cases, consultation with and cognisance of the requirements of those premises served by the utility will be taken in determining the type, duration and phasing of the planned disruption. The duration of service interruption will be agreed with the relevant utility provider, in accordance with their service level/business requirements, however in most cases the duration of disruption should be no more than a number of hours.</p> <p>TII/NTA do not have a policy of compensation for local business for disruption during the construction stage. As with the installation of Luas line throughout the City, TII believe that any short term disruption to businesses during the works is offset by the eventual benefits of owning and operating a business in close proximate to a Luas or in this case Metro line.</p> |
| 2                                                                                                                                                                                          | BSTA Concerns | 3        | In addition the presence of hoarding on the street while providing a function for the construction company will have an antibusiness effect which needs to be addressed. We need to ensure that our business remain viable and can survive through this period with support financially and otherwise, we are not prepared to be sacrificial lambs for the greater good. | <p>As identified in EIAR Appendix A9.5, pedestrian routes will be maintained throughout the construction period around the construction sites.</p> <p>Designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines will be designed so that it is not perceived as uninviting by pedestrians. The environment around the sites will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will ensure that the impact to businesses and shops adjacent to the works areas is minimised. Temporary pathways will be installed where appropriate, and provision will be made to ensure access for persons with restricted mobility is maintained. Where the existing level of service cannot be maintained in the vicinity of a construction site, an alternative route will be provided. This route will be clearly signed, visible, and safe, and will provide a level of service (capacity) required to cater for the pedestrian demand.</p> <p>TII will work closely with local business to ensure impacts to normal business operations are minimised and to ensure access to and visibility of local businesses are maintained where practical.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| 3                                                                                                                                                                                          | BSTA Requirements | 3        | <p>We require,</p> <p>1) Clarification on what exactly will be involved during the construction phase with its likely impact on the residences and businesses. The proposed plans to be presented in a simple non-technical manner. That our issues are addressed by planning stipulations put in place and are agreed by us. All possible remedies need to be available such as relocation or financial compensation.</p> | <p>The Non Technical Summary (submitted as part of the EIAR) provides an overview of the proposed plans in a simple non-technical manner.</p> <p>Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The construction site will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Berkeley Street in particular. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed). Please also refer to response (1) above that also summarises the assessed impacts and proposed mitigations.</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>TII/NTA do not have a policy of compensation for local business for disruption during the construction stage. As with the installation of Luas line throughout the City, TII believe that any short term disruption to businesses during the works is offset by the eventual benefits of owning and operating a business in close proximate to a Luas or in this case Metro line.</p> |

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| On behalf of the Berkeley Road Services and Traders Association (BSTA), we would like to make the following submission identifying our concerns regarding the proposed metro link project. |                   |          |                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 4                                                                                                                                                                                          | BSTA Requirements | 3        | 2) A mechanism such as an intermediate to be established to allow communication between the parties where concerns can be voiced and addressed.                                                                                                                                                                                                               | It is TII's intention to continue to consult with Local Business and Residents through the establishment of local community forums for residents and local business forums for businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 5                                                                                                                                                                                          | BSTA Requirements | 3        | 3) Issues to be addressed seriously and effectively taking into consideration the concerns of the residences and businesses.                                                                                                                                                                                                                                  | TII have undertaken extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by EIAR Chapter 8, as well as undertaking a detailed and an extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink RO application.<br><br>As mentioned early it is TII's intention to continue to consult with Local Business and Residents through the establishment of local community forums for residents and local business forums for businesses.                                                                                                                                                                                                                                                                             |  |
| 6                                                                                                                                                                                          | BSTA Concerns     | 3        | To date there has been little or no attempt to involve the businesses in a manner that would allow them to fully understand the implications as to how this project is to be undertaken and the likely impact of same.                                                                                                                                        | TIII carried out extensive non statutory public consultation during the development of the Emerging Preferred and Preferred route development stage. In addition there have been several meetings with local residents during the development of preliminary design stage for the scheme.<br><br>Since the submittal of the Railway Order Application TII have engaged with the local business community and explained the sequencing of works and environmental impacts as set out in the Railway Order submission. TII are committed to addressing the concerns of the local business community that are detailed in the BSTA submission and to continue to address their concerns throughout the projects construction stage through one on one engagement and through the soon to be established local business forum.<br><br>TII confirm they will continue to liaise closely with BSTA to ensure they remain informed of MetroLink plans and disruption is kept to a minimum. |  |
| 7                                                                                                                                                                                          | BSTA Concerns     | 3        | With the publication of a voluminous technical document the planners of this undertaking appear to assume that all relevant questions would be addressed and that it could be taken as a “fait de comply”.<br><br>Hence we wish to give notice of our objection to the development until we are properly informed of the proposal and our concerns addressed. | TII would like to reassure BSTA that they do not consider this RO application a “fait de comply” and that TII respect the planning process and the need to respond to observations made against the planning application submitted. As noted by our response to (4) and (6) above, TII are committed to engaging with and listening to the views and concerns of BSTA, and working with BSTA to manage any impacts resulting from MetroLink construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |

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| 1                                                                                                                                              | 5. Grounds   | 3        | <p>I would like to make an observation regarding the siting of the St. Stephens Green Station: namely the cut and cover works for the station location, as the project does not seem to have balanced the full range of factors that should have been taken into account. Certain pragmatic criteria have been more heavily weighted than concerns for the damage to a fine public realm and park. It appears as if the inevitable construction phase difficulties and services diversion required in siting it entirely in the existing road St Stephens Green East have made the park a softer option. The absence of good cross sections across this road is a deficiency in the application. It is troubling that any part of Dublin's best loved park could ever be considered as suitable for a major cut and cover project for the station while alongside lies an adjacent wide roadway (St. Stephens Green East) with capacity for the station, its entrances and structures, allowing for a successful and complete re-instatement after the works. I will confine the argument to the following points:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII wish to thank you for your submission, and acknowledge your concerns around the protection of St. Stephen's Green. Appendix A7.3 St. Stephen's Green Report presents the alternative station locations that were considered and assessed as part of the decision-making process. Following the identification of St. Stephen's Green East as the best general location for a MetroLink station, a further multi-disciplinary analysis was undertaken to identify the optimum location for a station at St. Stephen's Green East having regard to Engineering, Environmental and Economy criteria. Seven potential locations were assessed having regard to the importance of St. Stephen's Green Park as an historical public park, the architectural heritage of the area, the importance of the transport corridor on St. Stephen's Green East, the presence of multiple utilities underneath the roadway on St. Stephen's Green East, and the requirement for an intervention shaft between the St. Stephen's Green Station and Tara Street in the event that the distance between these stations is greater than 1,000m.</p> <p>The long term impacts on St. Stephen's Green Park are significantly less for Location 5 as the main surface elements of the proposed station are largely located outside of the current extent of St. Stephen's Green Park. Furthermore, the preferred location allows for the long-term impacts of the station to be significantly mitigated by replanting trees and other vegetation, and the reinstatement of existing elements of architectural heritage. The overall construction phase impacts are reduced by avoiding the requirement for an intervention shaft, significant utility diversions and retaining transport and traffic movements on St. Stephen's Green East during the construction phase. The preferred station location will have an impact on approximately 5% of the area of St Stephen's Green during the Construction Phase, however once the station is constructed, with the reinstatement of all railings, monuments, street furniture and paving stones, only 0.21% of the park area will be directly impacted.</p> <p>As such, TII do not agree with the statement that 'The absence of good cross sections across this road is a deficiency in the application'. As indicated above, a multi-disiplinary analysis has been undertaken to identify the optimum location for a station at this location, with the findings outlined above.</p> |  |
| 2                                                                                                                                              | 5. Grounds   | 3        | <p>1. Piecemeal wearing away of quality.</p> <p>While the potential of the proposal is positive in its increased ease of access to St Stephens Green and potential for urban upgrades associated with the works, it throws this opportunity away by not sufficiently acknowledging how outstanding the urban purlieus of this corner of Dublin actually is. The park could actually benefit from the additional footfall and subtle upgrades associated with the station but somehow the project concludes that its value is as an “easy to get at and dig up” site and assumes that is the way forward. There is little of recent urban design in Dublin that one can be proud of and this corner of “The Green” with the Edward Delaney sculpture of Wolfe Tone and its bravura stone backdrop and cleverly integrated entrances to the park within it, is one of just a handful of such places of this scale and era that exist in the city.</p> <p>It's an architecturally ingenious park entrance as much as a sculpture, uncluttered and spare, it is a dignified set piece read against the greenery and huge tree canopies behind. That is a successful urban composition.</p> <p>There is really nothing convincing in its proposed re-located position, rendered impotent of function and pushed back out of the way, while the station entrance, (I can't decide if it is apologetic or assertive as depicted), is just one of a series of new shaft elements that will clutter this side of the park. This process of eroding the integrity of what is already a good place by not considering its merits sufficiently means that adding new elements or siting them (the station designs seem to drive the same functional elements that extrude above ground) results in these clumsy outcomes.</p> | <p>Please refer to response (1) above in relation to the identification of the preferred station location.</p> <p>TII disagree with the statement regarding sufficient acknowledgement. Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project and outlines the significance of St Stephen's Green. The proposals for the Project aim to reinstate the existing landscape faithfully as far as is practicable within the constraints which are known to apply. It is feasible to do this, however, as has been set out, it is not feasible to imbue the replacement planting with the level of maturity, the ‘weight’ or the ‘volume’ of the existing tree planting which needs to be removed. This aspect of this approach to restoration of the Park edge will take time. It may be acknowledged that the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of ‘the Green’, however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place.</p> <p>Similarly with regard to the architectural significance of the entrance, Chapter 25 (Archaeology &amp; Cultural Heritage) of the EIAR identifies that any negative impacts would be offset by an improvement to the current setting and appreciation of the Wolfe Tone monument. The monument would be relocated further into the park, retaining the monument’s historic setting and allowing greater and safer appreciation of the monument as a sculpture, rather than as a barrier. The existing railings and footpath floor finishes will also be preserved. Following mitigation, Chapter 26 (Architectural Heritage) of the EIAR states that “There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area”.</p> <p>To ensure mitigation is appropriate, the contractor(s) will appoint Consultant Conservation Architects to implement required preservation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                     |  |

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| 3                                                                                                                                              | 5. Grounds   | 4        | <p>Focusing on re-instatement of elements as they were before, (just a jiggle this way or that to make them fit around the new things) can never do that job adequately in this setting. Once the concept is lost through the modifications necessary to make the new proposals work, it is gone forever. There is a question if this piece of public realm excellence is fully understood in its complexity, this corner is a landmark, despite its sobriety and sense of calm, it skillfully resolves a new intervention (1964) in an existing historic setting in a manner that one hardly notices. Indeed, it might have served as a lesson to the more reflective members of the Metrolink design team as to working in a historic context. But if it's not recognized as such, then the other arguments around inconvenience and cost win out and the matter becomes settled for the wrong reasons.</p> <p>The overriding outcome is another diminution of an original concept of wholeness and a fragmentation of the concept behind it. Unlike the planting which is entirely another matter, the juxtaposition of the new permanent and visible project elements such as the entrances, shafts, lifts etc. tip the balance in the wrong way. Here they clutter, push more important things aside or remove them and results in a random placement and juxtaposition of new and old. In the northern and suburban parts of this scheme many of these elements, (such as well-designed entrances and considered landscape design) can improve an area and in Metrolink many do so positively. However, a special place like this is a much more difficult task, perhaps requiring more engineering ingenuity in managing the visible parts above ground and at the same time a modesty of expression if it is not to harm the space's already established attributes.</p> | <p>Please refer to response (1) above in relation to the identification of the preferred station location, and response (2) in relation to mitigations to the landscape, visual impacts, and architectural heritage.</p> <p>All station locations that have been assessed would impact on St Stephen's Green Park and on protected structures within the National Monument curtilage including the eastern perimeter fence railings, plinth wall, bollards and lampposts. Although station locations with a smaller footprint in St Stephen's Green park would have a less significant impact on the National Monument, station locations furthest east that require the diversion of the Victorian Sewer have potential to impact directly on the cellars of a number of protected buildings along the eastern side of the St Stephen's Green road.</p> <p>TII do not agree with the position regarding the design approach. The general architectural design principles for St Stephen's Green Station are to:</p> <ul style="list-style-type: none"><li>* Do the maximum to preserve the existing park;</li><li>* Preserve the existing railing and pavement finishes; and</li><li>* Provide enough soil depth over the station box where it lies under the park to be able to plant trees on top.</li></ul> <p>A key objective of the urban realm design is to maintain as much of the park as possible. This is aided by placing the station box underground, partly under the park and partly under St Stephen's Green East Road and ensuring sufficient depth of the overlying soils to allow planting of new trees. The existing railings and footpath finishes will be conserved and replaced on completion of construction. This commitment is detailed in Chapter 4 (Description of the MetroLink Project).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4                                                                                                                                              | 5. Grounds   | 4        | <p>2. Better outcomes elsewhere from reinstatement perspective.</p> <p>When working on a large infrastructural project there is a forward thrusting “get it done” energy that needs to be balanced alongside the more nuanced understanding of place. You can see which prevailed here.</p> <p>In the planning report seven options are considered for this station and then in varying degrees dismissed for practical reasons. The impression given is that in certain circumstances anticipated construction problems for Metrolink are more importantly avoided than detailed consideration of the final urban outcomes. There is a sewer diversion that militates against the St. Stephens Green East roadway siting, on delay and cost grounds. There may be un-acceptable traffic delays during construction.... some protected structures may possibly be impacted. These are not insurmountable issues and the protected structure reason highly questionable. It just seems that it is never stated how important St. Stephens Green is, although perhaps this would take up an entire volume and in arguing that a little damage at one side is really nothing. A well-presented section should be provided by the applicant to include the east side from the houses and basements westwards through the park boundary, showing the entire width of the wide road and double pavement outside the park which would really be a telling drawing to combat the main concerns for pushing into the park.</p> <p>Of course, the applicant has to weigh up the practical aspects of the project, but as it is a public project, then merely capital cost considerations are not appropriate grounds alone for decisions that might impact other less tangible public benefits, especially in the longer term.</p>                                                         | <p>Please refer to response (1) in relation to the identification of the preferred location, supported by Appendix A7.3 St. Stephen's Green Report.</p> <p>The decision to locate St Stephen's Green station box at the preferred location has considered Engineering and Environmental factors, as well as Economy criteria. However, following concerns raised by the Office of Public Work and the Department of Culture Heritage and the Gaeltacht (DCHG)) with regard to potential for direct impacts on St Stephen's Green, TII undertook further analysis to identify the feasibility of constructing a station fully located outside of the area of St Stephen's Green park, as presented in Appendix A7.3 St Stephen's Green Report. The key findings of this analysis were that Station Location 5 (the proposed location) remained the preferred station location for the following reasons:</p> <ul style="list-style-type: none"><li>* A station located entirely outside of St Stephen's Green park would cost 67% more to build than the preferred station location;</li><li>* The complexity of the alternative construction methodology and the necessity to carry out extensive utility diversions would increase the overall construction programme of between 15 months and 27 months when compared to the preferred station location;</li><li>* The proximity of buildings to the construction area for the option wholly within St Stephen's Green East would make it very likely that these buildings would need to be vacated for much of the construction period. This would not be required for the preferred station location;</li><li>* The station location wholly within St Stephen's Green East will require the diversion of a significant number of critical utilities including a major Victorian sewer and a major ESB cable route. This diversion work would result in extensive disruption to services while this work will be undertaken. This disruption would be largely avoided by progressing with the preferred station location;</li><li>* The closure of St Stephens Green East and Hume Street during the Construction Phase would require the diversion of traffic, pedestrians and public transport for a number of years. These impacts would be avoided by progressing with the preferred station location;</li></ul> <p>TII consider that the above factors, combined with the mitigation proposed for the impacts on architectural and landscape importance (as presented in response item (2) above), demonstrate that a number of considerations have contributed to the decision making around location of the station box.</p> |



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| Item No.                                                                                                                                       | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Observation on a Strategic Infrastructure Development Application, Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                                                                                                                                              | 5. Grounds   | 5        | <p>The felling of trees for such projects is usually understated and in a “cut and cover” project, there are overhanging branches and adjoining roots of retained trees impacted so the neat little box is rarely the actual damage zone. Changes to hydrology locally can be detrimental to mature trees. The imbalance to the composition of the canopy within the park will be a very damaging outcome, it will be an obvious visual and ecological negative and one that can only recover over generations.</p> <p>The park is regular on plan and in every way as one looks at it, so it has to become clear in the future to anybody looking to admire it or if walking through it, that some traumatic negative event has occurred to unbalance the beautiful composition. The tree canopy cover exceeds its boundary, offering canopy covered sidewalks externally alongside the outer rows of limes and at every season one is stuck by how lucky we are to inherit such a place. While the buildings are more intact and regular on the east side of the green than any other, the significance of its canopy reading as a beautiful counterpoint and balance to them is even more intensely experienced, a sublime effect that could be lost for generations if current preoccupations prevail.</p> <p>While allowing for soil build up over the station and re-planting generously, (assuming that there won't be design constraints for loading at the detailed design stages that begin to erode that proposition) it will never be as good. A re-instatement is not always a successful replacement for the status quo. Who can set a price on the value of a sewer diversion (that we are told is a significant part of not using the carriageway as the station cut and cover site) that would leave the park intact and allow the status quo to prevail after the works? We really need to show what we value in Dublin.</p> | <p>Please refer to response (2) in relation to the proposed mitigations to landscape, visual impacts, architectural heritage.</p> <p>Mitigation measures will be implemented during construction and operation to minimise the effects of habitat loss and habitat degradation on biodiversity including trees and their root structures. These mitigation measures can be seen in Sections 15.5.1.2 and 15.5.2.2 of Chapter 15 (Biodiversity).</p> <p>TII acknowledge the importance of the landscape and sense of place with regard to St Stephen's Green Park. Chapter 27 (The Landscape) details that once the reinstatement works are completed the negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible.</p> <p>However, the mitigation proposed ensures the station box will be deep enough to guarantee the relocation of trees above, integrating the station with the park setting over time. The preferred station location will have an impact on approximately 5% of the area of St Stephen's Green during the Construction Phase, however once the station is constructed, with the reinstatement of all railings, monuments, street furniture and paving stones, only 0.21% of the park area will be directly impacted. As stated above, the contractor(s) will appoint Consultant Conservation Architects to implement required preservation of in situ works.</p> <p>With regard to hydrology, all stations feature surface drainage systems which are sustainable. Wherever possible surface drainage is conducted to swales/infiltration trenches (as appropriate) which are also integrated into the soft landscape proposals. This is presented in Chapter 18 (Hydrology). The impact of changes to hydrology on mature trees has been considered in Chapter 19 (Hydrogeology), as well as Chapter 20 (Soils and Geology).</p> |

| Submission No.                                                                                               |                        |          | 021                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                       |                        |          | Bindford Limited (represented by ILTP Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                     | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Re: Submission on Behalf of Bindford Limited on Proposed Scheme and CPO (Compulsory Purchase Order) of Lands |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                            | ILTP Letter            | 1        | <p>Our Client is generally supportive of the proposed MetroLink scheme but are seeking clarification on the potential impacts the scheme might have on their lands.</p> <p>The proposed Metrolink includes for the temporary CPO of lands in the ownership of our client at this location, which includes part of a permitted SHD development, details of which are set out in the separated document prepared by McGill Planning who are also acting for Bindford Limited.</p> <p>Our client has been in contact with the TII (Transport Infrastructure Ireland) in respect to this matter and a Draft Statement of Common Ground (SoCG) has been exchanges between both parties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The temporary acquisition of the lands in the ownership of Bindford Limited is required for the construction of a temporary bridge crossing of the canal and an access road to same. The road and bridge will enable vehicular access across the canal for the use of residents of Coke Oven Cottages. These works are a fundamental part of the construction methodology for the proposed Glasnevin Station. The lands will be returned to Bindford limited on completion of the station works. The impacts on the lands are as set out in the Railway Order drawings.</p> |
| 2                                                                                                            | ILTP Letter            | 1        | <p>The attached Figure A, prepared by ILTP, shows an indicative layout with reduced temporary land take which could allow for both development on the client lands and the Metrolink development to proceed either independently or in tandem.</p> <p>Further meetings are planned with TII to seek a final agreement in respect to the subject lands. Our client would like at this stage tor reserve its position pending the outcome of the further engagement with TII.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>The temporary acquisition of the lands in the ownership of Bindford Limited required for the construction of a temporary bridge crossing of the canal and an access road to same. The road and bridge will enable vehicular access across the canal for the use of residents of Coke Oven Cottages. These works are a fundamental part of the construction methodology for the proposed Glasnevin Station. The lands will be returned to Bindford limited on completion of the station works.</p>                                                                           |
| 3                                                                                                            | McGill Planning Letter | 6        | <p>The Metrolink, along with BusConnects, is identified as an item to be addressed under the Traffic and Transport issues section of Dublin City Council Opinion, in sections B, C (ii), E(i) and F(ii). This requires that engagement with NTA/Metrolink is carried out and that <i>"the proposed development does not prevent the delivery of the temporary vehicular/ pedestrian/ cycle bridge over the Royal Canal proposed under the Metrolink Railway Order application"</i> . It also requires that <i>"The applicant should demonstrate the location of temporary bicycle parking provision on site, for the duration of the Metrolinks works"</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>TII and Bindford are in consultation regarding the impact of MetroLink works on cycling parking to be provided as part of the Bindford scheme and anticipate that the issue will be resolved through agreement in due course.</p>                                                                                                                                                                                                                                                                                                                                           |
| 4                                                                                                            | McGill Planning Letter | 6&7      | <p>As is demonstrated by drawings and report submitted by ILTP, along with the Statement of Common Ground prepared by Bindford Limited which is currently under discussion with TII, regarding the quantum of land required to deliver the temporary vehicular/ pedestrian/ cycle bridge over the Royal Canal can be accommodated without impacting on the delivery of the residential development, and vice versa.</p> <p>Bindford Limited will continue to engage further with TII in this respect, and it is expected that agreement will be reached which will allow both schemes to proceed independently or in tandem. The provision of the apartment development will not preclude the delivery of Metrolinks nor impact on any temporary works required to facilitate same.</p> <p>The area the subject of the temporary bridge will provide, if granted permission, a new communal open space area, a children's play area and cycle facilities. Both the open space and children's play area can be delivered once the bridge is removed and there are a number of options available to temporarily accommodate cycle facilities elsewhere on the site as demonstrated by OMP's drawings. Finally, it is worth noting that there is an excess provision of communal open space on this site, so even without this land, the site meets the communal open space requirements.</p> | <p>The temporary acquisition of the lands in the ownership of Binford Limited are required for the construction of a temporary bridge crossing of the canal and an access road to same. The road and bridge will enable vehicular access across the canal for the use of residents of Coke Oven Cottages. These works are a fundamental part of the construction methodology for the proposed Glasnevin Station. The lands will be returned to Bindford limited on completion of the station works.</p>                                                                        |

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| Submission No.                                                                                                                                                    |                    |          | 022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| Organisation Name or Name of Submitter                                                                                                                            |                    |          | BORG Developments and JOM Investments (represented by Barry and Partners)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
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| Item No.                                                                                                                                                          | Section Ref.       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| RE: Submission on behalf of BORG Developments Unlimited Company and JOM Investments Unlimited Company, 15 Hogan Place, Grand Canal Street Lower, Dublin, D02 DK23 |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 1                                                                                                                                                                 | Land take          | 3        | <p>Jacobs-IDOM Drawing No. MLI-JAI-EIA-ROUT_XX-DR-Y-21152 P03 which has been included with the Railway Order application documentation indicates a significant temporary landtake within our clients lands as indicated in Figure 2 below (Figure 2 - Extract from Jacobs-IDOM Drawing No.MLI-JAI-EIA-ROUT_XX-DR-Y-21152 P03 showing proposed Metrolink Temporary Landtake).</p> <p>CPG are seeking clarification as to the purpose of this landtake area as it is not clear from the information provided with the Railway Order application. It is also noted that since initial consultations took place, CPG proposals for these lands have evolved and the proposed temporary landtake has the potential to significantly disrupt proposed future developments and the timely completion of the overall urban design for the site - refer Figure 3 below which shows the landtake area overlaid on a proposed preliminary masterplan strategy for the site (Figure 3 - Overlay of proposed Metrolink Temporary Landtake on proposed Masterplan layout for the subject site).</p>                                                                                                                                               | <p>TII acknowledge and appreciate the support shown for the Metrolink Project. With regards to the comments you have provided, we provide further clarification below.</p> <p>The temporary landtake to the east of the proposed Northwood Station is required to create a temporary road diversion to maintain access to businesses within the Gullivers Retail park as the permanent upgrade along the Old Ballymun Road is progressed in phases as the MetroLink alignment is constructed. TII's planning for the EIAR and Railway Order, including access phasing around Northwood Ave/Old Ballymun Road, was presented to Gullivers Retail Park in a Consultation meetng held on the 30 March 2021.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 2                                                                                                                                                                 | Land take          | 4        | <p>The provision of suitable quality residential developments within mixed use areas is critical at this time and therefore Our clients are concerned that the proposed temporary landtake may impede both the development of their lands, which are zoned for '<i>high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development</i> ', and the timely delivery of same.</p> <p>The particular concerns of our clients with respect to the proposed temporary landtake and construction of a new roundabout and access road relate to the following:</p> <p>a) The purpose of the landtake and its potential impact on proposed future developments within their site,</p> <p>b) The impact on existing and future access from the north of Gullivers retail park and Northwood Avenue</p> <p>c) The uncertainty in relation to dates and duration of the proposed temporary landtake</p> <p>d) The impact of the proposed new permanent roundabout and the new kerb line which cuts through Cosgrave site boundary - refer Figure 4 below (Figure 4 - Overlay of the proposed new permanent roundabout on the subject site)</p> | <p>With regard to these queries TII would respond as follows:-</p> <p>a) See response item number (1) above.</p> <p>b) As presented in Appendix A9.5 Scheme Traffic Management Plan, temporary traffic management measures are proposed at this location to maintain traffic flows into Northwood Ave and onto Gullivers Retail Park at all times during the construction and into the operational phase of MetroLink . The TTM proposed in the vicinity of Northwood Avenue involves alterations to the junction of R108/Northwood Avenue, however access will be maintained throughout the works.</p> <p>c) The uncertainty around dates is only linked to the date the Railway Order is granted. While maintaining access throughout the construction phase, works impacting the roads layout locally will take 5 to 6 years. These works would commence about 12-18 months after the granting of the Railway Order. The lands referred to (and specifically required to maintain access into the Gullivers Retail Park) would also be taken over circa 12 months after the granting of the RO and would be used for 3 to 4 years, before being fully reinstated and handed back.</p> <p>d) As noted in the Planning Report, while the requirement to prepare a masterplan in this area remains in the draft Fingal Development Plan, the main elements of the Masterplan are not specified, with implementation of the masterplan also not stated to occur within the lifetime of the Fingal Development Plan. Therefore the impact of a potential future roundabout at this location has not been assessed as part of the EIA.</p> <p>The lands are zoned for Metro Economic Corridor in the Fingal Development Plan 2023-2029. The potential of these lands to development to this density and mix is predicated on Metrolink.</p> |  |
| 3                                                                                                                                                                 | Summary conclusion | 4        | BORG Developments Unlimited Company and JOM Investments Unlimited Company are of the view that a mutually acceptable accommodation may be found if engineers for all parties engage in cooperative discussions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII intend to continue consultations with Borg Developments with a view to reaching a mutually acceptable accomodation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |

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| Submission No.                                                                                                                                                                                                                                              |              |          | 023                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Organisation Name or Name of Submitter                                                                                                                                                                                                                      |              |          | Bovale Developments ULC (represented by ILTP Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                                                                                                                                                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Our Reference: BovNAMA - Barrysparks Lands. Scheme Reference: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. ABP Ref: 314724. Submission on Behalf of Bovaie ULC on Proposed Scheme and CPO. (Compulsory Purchase Order) of Lands |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                                                                                                                                                                                                                                                           | Introduction | 3 & 4    | <p>The development of the lands immediately adjacent to major high capacity public transport should ideally take place in advance and in tandem with the proposed scheme as this would maximise the patronage of the Metrolink and hence its economic viability. Bringing forward lands for development in tandem with the Metrolink also accords with good planning practice.</p> <p>The lands are currently zoned as “<i>ME - Metro Economic Corridor - Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor</i>” in the current Fingal County Development Plan (CDP) 2017 to 2023.</p> <p>A draft Statement of Common Ground has been prepared between TII &amp; Bovale ULC in respect to the subject lands and it is hoped that a final agreement between Til and Bovaie ULC will be in place in the coming weeks. This will, if agreed, allow for the redevelopment of the retained lands in advance of, or in tandem with, the proposed Metrolink Scheme.</p> <p>We would, therefore, hope to be able to appraise ABP further on these ongoing discussions in due course.</p> | <p>The development of the subject lands is dependent on the policies and objectives of Fingal County Council and will be independent of the Railway Order for Metrolink.</p> <p>Over the last number of years TII have held a number of constructive meetings with Bovale ULC and Balheae Properties ULC and we have confirmed our support for land adjacent to Lissenhall/Estuary Station being developed in tandem with the proposed scheme. TII will continue to engage with Bovale ULC and Balheae Properties ULC to support the proposed development of these lands in tandum with the proposed scheme on the understanding that commmencement of those works do not in any way impede TII's ability to deliver the MetroLink project in accordance with the construction programme.</p> <p>TII support will be subject to the proposed development being in accordance with proper planning and sustainable development and in compliance with the policies and objectives of Fingal County Council.</p> <p>TII can confirm that a Memorandum of Undertanding/Statement of Common Ground is in place to this effect, between the parties.</p> |

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| Submission No.                                                                                                                     |              |          | 024                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Organisation Name or Name of Submitter                                                                                             |              |          | Bovale ULC and Balheary Properties ULC (represented by ILTP Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                           | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| RE: Submission on Behalf of Bovale ULC and Balheary Properties ULC on Proposed Scheme and CPO (Compulsory Purchase Order) of Lands |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                                                  | Letter       | 1        | <p>The scheme as currently submitted to An Bord Pleanala (ABP) would, if approved, mean that with the temporary and permanent land-takes proposed, little if any development could, in reality, take place on the adjacent retained lands until after the Metro is complete.</p> <p>The development of the lands immediately adjacent to major high capacity public transport should ideally take place in advance and in tandem with the proposed scheme as this would maximise the patronage of the Metrolink and hence its economic viability. Bringing forward lands for development in tandem with the Metrolink also accords with good planning practice.</p> <p>The lands are currently zoned as “<i>ME - Metro Economic Corridor - Facilitate opportunities for high density mixed use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor</i>” in the current Fingal County Development Plan (CDP) 2017 to 2023.</p> <p>We would like to bring to the attention of ABP the proposed timeline for the completion of the proposed Metrolink, which we estimate would be completed by the early 2030s at the earliest and more realistically by 2035. Therefore, it could be the mid to late 2030s before any significant development of the lands immediately adjacent to the proposed Lissenhall Metro stop without modification to the proposed scheme. Clearly this is something that is of significant concern to our client.</p> | <p>The development of the subject lands is dependent on the policies and objectives of Fingal County Council and will be independent of the Railway Order for Metrolink.</p> <p>Over the last number of years TII have held a number of constructive meetings with Bovale ULC and Balheaeey Properties ULC and we have confirmed our support for land adjacent to Lissenhall/Estuary Station being developed in tandem with the proposed scheme. TII will continue to engage with Bovale ULC and Balheaeey Properties ULC to support the proposed development of these lands in tandem with the proposed scheme on the understanding that commencement of those works do not in any way impede TII's ability to deliver the MetroLink project in accordance with the construction programme.</p> <p>TII support will be subject to the proposed development being in accordance with proper planning and sustainable development and in compliance with the policies and objectives of Fingal County Council. TII can confirm that a Memorandum of Undertanding/Statement of Common Ground is in place to this effect, between the parties.</p>                                                                                                                                                                                                                                                              |
| 2                                                                                                                                  | Letter       | 1        | <p>Figure A attached shows proposed modifications to the Metrolink scheme, which if approved by ABP would allow for the integrated development of the retained lands with the proposed Metrolink scheme. This in turn would allow for the orderly and timely delivery of appropriately development on the adjacent lands. The main changes proposed include:</p> <ul style="list-style-type: none"><li>• Allowing for the delivery of access via the Swords Western Distributor Road off the R132 to the retained lands that would facilitate appropriate development on the retained lands.</li><li>• Improved linkages (or provision for same) between the proposed Lissenhall stop and the retained lands.</li><li>• There are two areas of land included in the CPO which do not appear to be necessary or required for the proposed scheme. Our client wishes to retain control over these lands.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Regards bullet points 1) and 2), TII would note that they have provided infrastructure to facilitate the Park &amp; Ride at this location. The amendments proposed by this submission extend beyond the scope of the MetroLink Project and the remit of TII. The additional accesses and road linkage proposed therefore would need to form a separate planning application by Bovale ULC and Balheary Properties ULC and would need to be agreed with FCC. TII have had a number of meetings with Bovale ULC and Balheary Properties ULC and have expressed our support for such works to be carried out by the developer subject to those works being in accordance with proper planning and sustainable development and in compliance with the policies and objectives of Fingal County Council.</p> <p>Further consultations with the developer in relation to these proposals are required in order to ensure any access provision or modification does not compromise the construction of MetroLink Infrastructure or the operation and maintenance of the MetroLink Station, Park &amp; Ride and Railway Infrastructure generally.</p> <p>Regards bullet point 3), the areas of land referred to, as outlined in EIAR Chapters 5 (MetroLink Construction Phase) and 21 (Land Take), are required for a construction compound and logistics site to enable the construction of Estuary Station.</p> |

| Submission No.                                                                                                                     |              |          | 024                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                             |              |          | Bovale ULC and Balheary Properties ULC (represented by ILTP Consulting)                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                           | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 3                                                                                                                                  | Letter       | 2        | Our client also has concerns that the proposed large Multi Storey Car Park (MSCP) would not provide an appropriate frontage development to the Lissenhall lands along the section of the Swords Western Distributor Road included in the scheme. | <p>TII consider that an appropriate frontage is provided to the car park.</p> <p>The location of the Park &amp; Ride was chosen as it provides good access from the high capacity M1 junction and is located at sufficient distance from the M1 junction to enable construction of a right turn lane in the median of the R132 to allow access to the site. It is located outside the floodplain and aligns with the Fingal County Development Plan planning policy.</p> <p>The form of the car park adapts to the surrounding landscape. The building's ground level has been dropped below the track alignment level to reduce the visual impact. The building shape is a combination of three large modules separated by four vertical ramps. The use of modules facilitates a graduated increase in building height towards the centre of the structure further reducing the visual impact</p> <p>With its concrete structure and metal profiled facade that lightly and delicately clads the car park, the building takes the form of a contemporary yet highly restrained piece of infrastructure.</p> <p>The building is set back from the Swords Western Distributor Road and a landscape strategy has been developed to soften the visual impact of the building when viewed from the north. TII are therefore of the view that the structrue does provide an appropriate frontage development to the Lissenhall lands along the section of the Swords Western Distributor Road included in the scheme.</p> <p>Further details for the Park &amp; Ride can be found in EIAR Chapter 4 Description of the MetroLink Project, section 4.14.3 and the photomontages contained in EIAR Appendix A27.1.</p> |



| Submission No.                                                                                                                                             |              |          | 025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                               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| Letter Re: Proposed Metrolink - Mater Station (Berkeley Rd. Area) - Berkeley Road and District - A place to call home or a just somewhere to pass through? |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1                                                                                                                                                          | Letter       | 1        | <p>The MetroLink plans would, if carried through, negatively affect the very important role St. Joseph's plays in the daily life of the area. Access by car or on foot would be severely limited. The celebration of baptisms, marriages and funerals would be almost impossible. Filipino and Syro-Malabar communities also hold ceremonies in our church. Many travel from outside Dublin. Those with cars require parking. The church is both a spiritual and a social centre for many people. Wheelchair users attend the church, as do others with limited mobility. Access is vital. The MetroLink plans appear to have been drawn up without any consideration at all for the fact that St. Joseph's is very dear to many people, both within and beyond the parish.</p> | <p>While the plans to build a station under Four Masters Park Mater next to St Joseph's Church will have an impact on the church, it is TII's intention to mitigate these impacts as much as possible such that the current day to day use of the church remains unaffected as the project is progressed.</p> <p>TII confirm that throughout MetroLink construction access will be maintained for parishioners and others to the Church building and offices. While the premises of the Parish office and the offices of the Dublin Interdiocesan Marriage Tribunal lie above the proposed route of the Metrolink tunnel, these offices will still be able to function and access will be maintained, and the Church will remain both safe and available for worship and private prayer. TII also confirm that the Church and presbyteries with offices will not be taken out of use.</p> <p>Vehicular access for funerals, weddings, emergency services and car parking for those who need mobile assistance will be maintained during construction. Vehicles will be able to access the Church via the entrance on Eccles Street. During Phase 1 construction, all traffic movements will be maintained on Berkeley Road and Eccles Street. During Phase 2 and 3, there will be restricted access to Eccles Street from Berkeley Road. Vehicles seeking to route from Berkeley Road to Eccles Street will have to divert and approach Eccles Street from the N1 via either North Circular Road or Blessington Street (EAIR Chapter, Table 9.90).</p> <p>As identified in the EIAR (Section 5.10.7), construction activity will take place in the Four Masters Park, with parts of the Church grounds also within the Project Boundary. However, pedestrian access will be maintained to St Joseph's Church from both Berkeley Road and Eccles Street throughout the duration of the construction of the Mater Station. Construction activities that may impact on places of worship (e.g. noise generation near churches) will be timed to occur outside of mass/service hours to minimise impacts.</p> <p>EIAR Appendix A9.5 section 7.7. details the construction traffic management associated with Mater Station, indicating that during the Advanced Enabling Works, there will be no diversions or road closures that will impact local access in the vicinity of the Church. Similarly, whilst footpaths will be impacted, diversions will be implemented to maintain pedestrian access.</p> <p>During the Main Works, the closure of access to Eccles Street from Berkeley Road to all traffic except for Emergency Vehicles will impact on local access, however diversions have been identified. Vehicles seeking to route from Berkeley Road to Eccles Street will be diverted and approach Eccles Street from the N1 via either North Circular Road or Blessington Street. Vehicles travelling away from Eccles Street, will be diverted southbound along Nelson Street, and from there can continue to travel along Berkeley Street, Mountjoy Street or Blessington Street. General traffic access to the Church will be maintained through the detailed diversion, including provision of reduced width access along Eccles Street for Emergency Vehicles. For pedestrians during this phase of works, appropriate signage and crossing facilities will be put in place to navigate around the site footprint.</p> <p>When the station is completed and operational, it will provide better connectivity for the church and the broader community. As detailed in the EIAR Chapter 11 (Population &amp; Land Use ) - Section 11.5.3 Operational Phase, the proposed underground Mater Station shall facilitate high quality public transport access to the hospital and surrounding area and provide for the reinstatement of an improved public realm. There will be one entrance to Mater Station, situated at the northwest corner of the park and close to the Hospital access, which is conveniently located to walk to Mater Hospital, St Joseph's Church and Berkeley Road. The station location will also connect with bus services to and from Dublin City Centre, with bus stops on Berkeley Road.</p> |

| Submission No.                                                                                                                                             |              |          | 025                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 2                                                                                                                                                          | Letter       | 2        | Noise, too, is a major issue. Will the peaceful atmosphere of St. Joseph's be shattered by the sound of machinery? Will the noise of tunnelling drown out the ceremonies?                                                                                                                                                                                                                                               | <p>Potential impacts associated with noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13 (Airborne Noise &amp; Vibration), with mitigation measures proposed where required. EIAR Chapter 14 (Ground-borne Noise and Vibration) includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage.</p> <p>Airborne Noise &amp; Vibration impacts<br/>EIAR Chapter 13.5.2.6.6 Mater Station sets out the assessment of airborne noise and vibration during the construction of Mater Station and includes the consideration of a number of receptors on Berkeley Road, including St Joseph's Church.</p> <p>In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1. The Construction noise threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further mitigations would be appropriate. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p> <p>Groundborne Noise &amp; Vibration<br/>The predicted groundborne noise and vibration during tunnelling is set out in Tables 14.32 and 14.33 of EIAR Chapter 14.4.1.9 AZ4 and in Table 14.29 of EIAR Chapter 14.4.1.1.8. The predicted groundborne noise during TBM passage is 49 dB which is above the Threshold Level of 40 dB indicating a significant adverse impact for the short-term duration of up to 2-weeks. Predicted vibration during TBM passage is presented in Table 14.32 which shows a not-significant level of 0.265 ms-1.75 at St Joseph's Church, below the threshold level of 1.6 ms-1.75 VDV.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</li></ul> |
| 3                                                                                                                                                          | Letter       | 2        | It is crucial, too, that the structure of the church be protected. The building dates from 1880 (the belfry was added 10 years later). Inside, the church is bright, filled with light streaming in through stained glass windows (some by Harry Clarke). What guarantee is there that if tunnelling goes ahead, the church won't be affected or made unsafe? This is a big concern to all who care about St. Joseph's. | <p>EIAR Appendix A 5.17 Building Damage Report covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that St Joseph's Church has been assessed as falling within the 'slight damage' category currently, an explanation for which can be found in Table 4-4 of the aforementioned report. TII would also like to confirm that the assessment undertaken takes account of the fact the Church structure extends below ground level. Recognising the cultural and historical significance of the building, it has been designated as "special" and hence a further Stage 3 refined assessment will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>St Joseph's Church has also been identified as a location where pre-construction condition surveys will be undertaken, subject to the property owners permission, and any required pre-construction repair work identified and undertaken. Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| 4                                                                                                                                                          | Letter       | 2        | <p>Adjacent to the church is the lovely Mater Park. The park is home also to other wildlife, such as foxes and squirrels. We cannot allow this precious ecosystem to be destroyed. If that happens, part of ourselves will die too.</p> <p>Sadly, Dublin City Council, for whatever reason (the prospect of MetroLink?) no longer maintain the park.</p> | <p>TII acknowledge the local importance of the Mater Park. The Mater Park is classified as having two primary habitat types; Amenity Grassland (Improved) (GA2) and Scattered Trees and Parkland (WD5). Scattered Trees and Parkland is a locally important (higher value) habitat type and is relatively species-rich in the context of surrounding habitats (Section 15.3.4.25, Chapter 15 Biodiversity). Construction of the Mater Station will have a likely significant effect at a local geographic scale, however measures will be implemented to reduce the scale of habitat loss during construction. Trees that lie within or along the project boundary that are not directly impacted by the project will be retained. Where suitable, trees will be fenced off at the outset of works and for the duration of construction to avoid structural damage to the trunk, branches or root systems of the trees (Section 15.5.1.2.1).</p> <p>Mitigation measures will also be implemented during construction to mitigate the mortality risk and the effects of habitat loss and disturbance to breeding birds, which will ensure that there is not a likely significant negative residual effect on any breeding bird population (Section 15.6.6.1).</p> <p>TII acknowledge that the construction of the proposed project will result in the loss of mammal habitat within the boundary of the proposed project, however given the low number of red squirrels and foxes that are likely to be affected and alternative suitable habitat available locally, the effects of habitat loss associated with construction works are unlikely to affect the long term viability of their local populations. Therefore, habitat loss during construction is unlikely to affect the species' conservation status or result in a significant negative effect, at any geographic scale (Section 15.4.2.4.4).</p> <p>Following completion of the Mater Station, the park will be reinstated, allowing for the re-establishment and re-use of wildlife. MetroLink has no involvement in the current maintenance or access to the park, however on completion of construction works. To confirm, TII will own and maintain the park.</p> |
| 5                                                                                                                                                          | Letter       | 2        | <p>For patients and for local residents, fresh air and light are as essential as ever, but do not appear to be taken into account on the MetroLink plans.</p>                                                                                                                                                                                            | <p>Chapter 16 of the EIAR (Air Quality) assesses the likely effects of the proposed Project on Air Quality during the construction phase with mitigation measures proposed where required. Mater Hospital and residential properities are classified as high sensitivity receptors with respect to human health within the assessment.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations. In relation to aspergillus, survey and prevention works will take place before construction commences by a competent contractor in proximity to any sensitive buildings and in particular in proximity to the Mater Hopsital site which utilises passive ventilation on Eccles Street. The prevention works will involve sealing the windows to the facades that are in close proximity to the hospital; these measures will also prevent fugitive dust entering the hospital through windows.</p> <p>Before commencing relevant works, an Air Quality Management Plan shall be prepared and submitted for approval to the relevant planning authority. The plan must include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices.</p> <p>It is not anticipated that there will be impacts to natural light at Mater Hospital. It is acknowledged that the proximity of hoardings will have the effect of reducing light to residential properties and as such TII will be engaging with the owners and occupiers of the effected properties to arrive at appropriate alternative arrangements to mitigate these construction phase effects.</p>                                                                                                                                                                                              |

| Submission No.                                                                                                                                             |              |          | 025                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Letter Re: Proposed Metrolink - Mater Station (Berkeley Rd. Area) - Berkeley Road and District - A place to call home or a just somewhere to pass through? |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6                                                                                                                                                          | Letter       | 3        | Situated in the Mater Park, near Berkeley Road/Eccles Street intersection is the Four Masters Cross (1876) by James Cahill, commissioned by Sir William Wilde (father of Oscar). This monument was erected in 1876 in honour of four Franciscan Friars who preserved the Ancient Annals of Ireland from destruction. It would be an act of cultural vandalism to remove this cross, erected in 1876, and which is of such historic and aesthetic significance. | <p>EIAR Chapter 26 (Architectural Heritage) assesses the impact of the MetroLink Project on Architectural Heritage during the Construction Phase and Operational Phase and Table 26.18 presents the Architectural Heritage Constraints at Mater Station, including the Four Masters Cross.</p> <p>The cross will be removed into safe storage by a specialist heritage contractor prior to the construction of the station and removed to a place of secure storage in accordance with a conservation method statement to be provided by the Project Conservation Architect and it is to receive necessary conservation and repairs. On completion of the construction of the station the cross is to be returned to the park and re-erected in a place to be agreed as part of the landscaping design of the park and this is to be carried out in accordance with a conservation method statement to be prepared by the PCA.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                                                                                                                                                          | Letter       | 3        | Austin Clarke mentions the Mater Park in his memoir “Twice Around the Black Church”. With its natural beauty, an oasis in a grey cityscape, and its artistic and literary connections, how can anyone even contemplate “removing” the Mater Park?                                                                                                                                                                                                              | <p>TII fully recognise that Four Masters Park has very important heritage and architectural connnotations and the station urban realm design principles to reinstate the area reflects this:</p> <ul style="list-style-type: none"><li>* Realignment of the Four Masters Memorial;</li><li>* Rearranging the footpath to provide enough pedestrian space for the main entrance;</li><li>* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and</li><li>* Replacement of existing trees.</li></ul> <p>The construction of Mater Station in the Four Masters Park will affect the park itself, both Eccles Street and Berkeley Road, and St Joseph’s Church, requiring stringent environmental management measures during construction and restoration of the urban realm. Design changes that were introduced to reduce impacts on heritage include the following: prior to the construction phase the railings, gates, plinth walls, Healing hands sculpture and Celtic cross at Four Masters Park (RPS, Reference 737) will be removed, stored carefully and reinstated following the completion of construction of the proposed Mater Station.</p> <p>Following the completion of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations. The existing garden and grotto adjoining and within the grounds of St Joseph’s Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals with proposed trees. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front.</p> |

| Submission No.                                                                                                                                             |              |          | 025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 8                                                                                                                                                          | Letter       | 3        | <p>Also, what of the businesses along Berkeley Road, e.g. two chemists' shops, photography studio, cafes, flower shop, dry cleaners etc.? How will they manage if Berkeley Road is closed to traffic and buses rerouted for any length of time? The danger is that they will close, and we will have even more derelict buildings. The village-like character of the road will be gone for ever. What will come in its place? Noise, dirt and pollution, of which we have more than enough already.</p> | <p>TII plans for the construction of the Station under Four Masters Park do not involve closing Berkeley Road. Although a section of Berkeley Road is diverted for a short duration and there is a loss of some parking as the works progress, TII will work with local businesses and community groups to limit impact and maintain accesses to businesses and properties at all times along Berkeley Road.</p> <p>EIAR Chapter 5, MetroLink Construction Phase, section 5.4.12 Traffic Works explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>Impact on parking, particularly on Berkeley Road has been considered with a summary of mitigation measures in Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic &amp; Transport). The mitigation measure for Berkeley Road for general traffic, parking and loading is to monitor if closures are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> <p>Further details on the traffic management plans providing details of proposed: construction traffic routes; traffic diversions; and parking impacts, together with a full impact assessment around the proposed Mater Station are provided in Section 7.7 of Appendix 9.5 Scheme Traffic Management Plan.</p> <p>Please refer to response item (2) in relation to predicted impacts of noise and vibration at this location. Please refer to response item (5) in relation to impacts to air quality.</p> |
| 9                                                                                                                                                          | Letter       | 5        | <p>Also, any closure of Berkeley Road would severely affect Public Health Nurses and others (e.g. Drivers who deliver “Meals on Wheels”) as they carry out their very important work in the parish. They are a lifeline to many ill and elderly people, allowing them to remain in their own homes for as long as possible. Access to Berkeley Road, and the roads leading from it, is essential for these vital services.</p>                                                                          | <p>Please refer to response (8) above in relation to the proposed traffic management associated with Mater Station construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| 10                                                                                                                                                         | Letter       | 3        | <p>We accept that this area has a very large transient population e.g. many people travel from all over the country to the Mater Hospital. We do not wish to see these people discommoded. However, many of those coming to the hospital from the country (my own relatives included) would rather travel by car rather than risk the vagaries of public transport, particularly when a person is ill and frail. Secure parking, at a reasonable rate, should be provided by the hospital for patients and for staff.</p> | <p>As presented by EIAR Appendix A9.5, Figure 7.32, general traffic access to the hospital will be maintained through the detailed diversion, i.e. Eccles Street will not be closed in its entirety, access will be facilitated for all traffic as far as the area of reduced width, which will be used for Emergency Vehicles only. Therefore, there should be minimal impact on the Hospital's operations throughout the works.</p> <p>Access to the hospital is maintained at all times for staff, patients, patient visitors, suppliers and goods and services vehicles. Similarly, access to the emergency department and underground car park is maintained, and can be accessed from Eccles Street via the N1.</p> <p>TII will continue to work closely with Mater Hosptial throughout the duration of the construction works to ensure minimal impact to the delivery of the new Major Trauma Centra, which is of national importance. TII will closely monitor all closures to determine if they are required at all points of the works, or if they can be reinstated temporarily. As noted, access to Eccles Street will be maintained from the N1 direction, with the closure only impacting on the western junction with Berkeley Road. All diversions and closures will be displayed on appropriate signage, and a comprehensive publicity and information campaign will take place prior to the commencement of the Construction Phase. A Project Construction Traffic Forum will be formed, including representatives from key stakeholders such as Mater Hospital to ensure any issues or concerns can be addressed quickly and efficiently.</p> <p>On street parking availability is covered by the EIAR in Chapter 9, section 9.6.1.2.4.5, Parking and Loading Construction Impact Assessment, with particular detail provided in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.7 relating to Mater Station.</p> <p>There will be slight impacts for on-street loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost through the phasing of the work.</p> <p>During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC.</p> <p>During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated.</p> <p>A summary of Mitigation Measures in Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic &amp; Transport). The mitigation measure for Berkeley Road for general traffic, parking and loading is to monitor if closures are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> <p>Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact.</p> |



| Submission No.                                                                                                                                             |              |          | 025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 11                                                                                                                                                         | Letter       | 3        | However, by situating the MetroLink station at Mater Park and having the line run under St. Joseph's Church, these oases of peace would be lost or changed for ever.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Mater Station is within the functional area of DCC and is zoned in the current DCDP 2016-2022 and the Draft DCDP 2022-2028 as follows:</p> <p>* Z9 – 'To preserve, provide and improve recreational amenity and open space and green networks.'; and</p> <p>* Z2 – 'To protect and/or improve the amenities of residential conservation areas'.</p> <p>The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.</p> <p>The station and ancillary elements, as a Public Service Installation is Permissible on lands zoned Z9 on the condition that it "would not be detrimental to the amenity of Z9 zoned lands."</p> <p>On completion of the station box, the existing Four Master Park and its surface features will be substantially reinstated with the visual amenity of the area largely restored, much to its existing condition and improved in respect of the shared space to the front of the original hospital building, the refinement of the park layout and the tree and plant species selection. Overall, the predicted effects on the visual environment and on visual amenity when the station is operational will, in the longer term be significant and positive.</p> <p>As a result, it is considered that the works "would not be detrimental to the amenity of Z9 zoned lands" and would therefore be compliant with the Z9 zoning objective.</p> <p>As noted in reponse item (4) above, TII will own and maintain the park.</p> |
| 12                                                                                                                                                         | Letter       | 4        | <p>Is it possible that the Luas Finglas extension could be extended further to Dublin Airport? Surely it would be less invasive and less expensive than what is proposed in the Metrolink plans. The plans for Luas Finglas read as follows: "Luas Finglas will be constructed mostly in grass track, an attractive innovation in Ireland, while a cycle and pedestrian path will be constructed along much of the line, providing family-friendly, sustainable, convenient access between northside communities and the city centre". (National Transport Authority).</p> <p>Surely, this sounds a better option than what is "coming down the track" to Berkeley Road and other areas along the MetroLink route? It would be a better option too for passengers, a safer, more comfortable journey with air and natural daylight. In the unfortunate event of an accident, or a terrorist incident, emergency services could access the scene more easily if the vehicle was travelling above ground. Just because other cities have metro systems, do we have to blindly follow suit? Please think again about extending the Luas.</p> | <p>MetroLink is provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. TII's role is to deliver the MetroLink project as provided for in policy. Although policy is not a matter for TII, in the Fingal North Dublin Transport Study, alternative options were considered including several light rail options. Extending the Luas line from Broombridge to Finglas (LR2) and on to Dublin Airport and Swords was considered, however it was eliminated from further consideration as the journey time for this option would be longer than other options.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 13                                                                                                                                                         | Letter       | 4        | Finally, the Berkeley Road area is a place where people live and do business. We do not want to see it turned for years into a construction site, to emerge finally as a mere staging post on the MetroLink line. No metro is worth the air pollution, noise and chaos indicated by these plans. If there is money available, let it be spent on housing and health, instead of sending our young people off to the airport in underground trains to live abroad. Put simply, for this area, MetroLink spells longterm pain, with no gain at all.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | The need and background to the Proposed Project are set out in full in section 3 of Chapter 3: Background to the MetroLink Project and outlines the anticipated Environmental, Economic and Social benefits that the Proposed Project will bring to Swords, Dublin Airport and City Centre Corridor and the Greater Dublin area. As indicated in the responses above, with the proposed appropriate mitigations, the severity of impacts to noise, air quality and traffic will be greatly reduced.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 14                                                                                                                                                         | Letter       | 4        | We wish to keep our church, our beautiful park, our shops and our services. This is an old and historic area, with great literary and artistic heritage. We are proud of it. We do not want to lose it. It is home.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Thank you for your submission. We have reviewed your submission and provided responses for the observations/concerns raised in detail above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                  |              |          | 026                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Letter Re: Proposed Development of Metro [District 7] OBJECTION |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                               | Letter       | 1        | On first hearing about the proposed Metrolink I was delighted as it would provide a service for the public and help bring custom to the area, however on further examination it appears to have the potential to be a total nightmare with possible severe negative impacts during its development and construction phases, for me and my, very specific location, should such development not be done sympathetically regarding my business, my customers and my renters. | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below. TII acknowledge your concerns around the short-term impacts that may arise as a result of the Project's construction. Where significant impacts have been identified, appropriate mitigation measures have been proposed to reduce the severity of the impact. Please refer to the responses below in relation to mitigation measures to reduce the impacts of traffic, noise and vibration, air quality, and building damage.</p> <p>Chapter 3 (Background to the MetroLink Project) details the strategic need for the Project, highlighting the national, regional and local challenges that will be addressed through its delivery. MetroLink will positively contribute to addressing challenges of compact growth, sustainable mobility, enhanced regional connectivity, quality international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximising sustainability gains, strong economy supported by enterprise innovation and skills, access to quality childcare, education and health services, and strengthened rural economies and communities.</p> <p>It is anticipated that once operational, the stations will attract a wide range of businesses keen to take advantage of the projected footfall. This will help to boost economic activity and generate an improvement to the urban public realm. This will see uplifts in office and retail rental values, declines in vacancy rates and boosts to walking behaviour. Heavy traffic can make it harder to access services such as pharmacies, especially when roads need to be crossed. This can influence social inclusion within the community and particularly more vulnerable groups that may not have access to private vehicles. Whilst TII understand that the temporary impacts associated with the construction of MetroLink may be significant in some cases, the long term benefits that will be delivered once the Project is operational will be greater.</p> |

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| 2                                                               | Letter       | 1        | <p>At no time has anyone approached me as to how the construction program is going to be undertaken and what potential impact this process is likely to have on my business concerns. It was only on close examination of a graphic on the technical document provided on the internet that I could see that the pharmacy and apartments were effectively positioned in a building or structure, presumably to protect somebody from something, for an undefined period and cordoned off by a 10ft high hoarding which completely obstructs the view anyone may have of the pharmacy. No-one has outlined what this is about, the purpose of same or the possible impact on access and egress regarding 18 Berkeley Road. The graphics now available online show the hoarding mentioned above effectively abutting my property which would be totally unacceptable for any length of time!</p> | <p>TII have undertaken extensive consultation across the route of MetroLink and have listened carefully to the concerns of stakeholders and the community, as documented by EIAR Chapter 8 (Consultation). It is TII's intention to continue to consult with the community through the establishment of local community forums for local business and residents throughout both the construction and operational phases of the Project.</p> <p>TII acknowledge the concerns you have around the proximity of your property to the construction site at Mater Station. Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The construction site will be located in Four Masters Park, but with a proportion of the works also to be undertaken under Berkeley Road. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and on Berkeley Road and in particular outside properties 18 to 22. The potential noise and vibration impacts from construction activities are detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), while disturbances to the local road network are detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>TII confirm that on the western side of Berkeley Road and north of the junction with Sarsfield Street, a ventilation shaft will be constructed as part of the Mater Station under Berkeley Road, and in front of No 18 and 19. The footpath will be reinstated on completion, but the existing parking at this location will be removed.</p> <p>Ideally, and like the vast majority of the MetroLink deep stations, the ventilation shaft would be an integral part of the main structure. However, with limited space to build the station under the park and surrounding roads, a ventilation shaft located on the north west corner of the structure would protrude up into Berkeley Road, and therefore would require the road to be diverted permanently around it where there is limited space to do so. Its proposed location, whilst not ideal from the prospective of the impact on your property during construction and loss of a parking bay, will in the long term be a preferred location as it allows the streetscape to be returned to its pre-construction layout upon completion.</p> |

| Submission No.                                                  |                                  |          | 026                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| 3                                                               | Issues that need to be addressed | 1 and 2  | 1) Being a retail pharmacy in close proximity to both Mater Public and the Mater Private as well as various medical centres on Eccles St. a significant part of our business comes from these locations, yet, with the proposed development the pharmacy will be totally obscured from everyone on Eccles St. this will have a direct impact on the business of the pharmacy. | <p>TII are committed to working with the local business community to ensure that disruption to normal business operations such as yours are kept to a minimum. In Chapter 11 (Population and Land Use), it is acknowledged that there is a healthcare hub around Mater Hospital with significant employment and residential land use in the area.</p> <p>During the Advanced Enabling Works associated with the construction of Mater Station, parking bays will be suspended on the northbound side of Berkeley Road. Footpath use on Berkley Road and Eccles Street will be impacted but pedestrian and cycle access will be maintained on Berkeley Road, with diversions provided around the works. This will maintain access to and from your premises. To minimise disruption to pedestrians and ensure desire lines are maintained, appropriate signage and crossing facilities will be put in place. Refer to EIAR Chapter 09.</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase), explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>As part of the Railway Order application, TII will be seeking Compulsory Purchase Order (CPO) powers to enable the acquisiton of the necessary land and property, rights and interests to construct, operate and maintain the MetroLink project. Where CPO powers are exercised, owners and occupiers whom are displaced are compensated in accordance with the compensation code. Where no property interest is acquired, there is no entitlement to compensation [provided that the works are carried out with reasonable care].</p> |

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| 4                                                               | Issues that need to be addressed | 2        | 2) Major disruption will occur with regard to access and egress along with the level of noise and vibration from the ongoing construction. In addition, the pharmacy keeps an open door and there is major concern as to the level of dust that will be generated both internally and externally to the business requiring additional cost in trying to control this problem. | <p>Please refer to response item (3) in relation to access and egress from your premises during the construction works.</p> <p>Potential impacts associated with noise and vibration during the construction and operational phase of MetroLink are addressed in EIAR Chapter 13 (Airborne Noise &amp; Vibration), with mitigation measures proposed where required. EIAR Chapter 14 (Ground-borne Noise and Vibration) includes the specific control measures proposed across the Project to control vibration sources with the potential to result in disturbance to building occupants or building damage.</p> <p>The assessment of airborne noise and vibration during the construction of Mater Station includes the consideration of a number of receptors on Berkeley Road. Table 13.64 of Chapter 13 presents the potential significant airborne noise impacts, which includes receptors on Berkeley Road with predicted Moderate to Significant, and Significant to Very Significant impacts during some of the work phases. EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project for buildings on Berkeley Road. In summary:</p> <p><b>Airborne Noise and Vibration</b><br/>EIAR Chapter 13.5.2.6.6 Mater Station sets out the assessment of airborne noise and vibration during the construction of Mater Station and includes the consideration of a number of receptors on Berkeley Road, including no. 18.</p> <p>As stated in EIAR Chapter 13 (Airborne Noise and Vibration), section 13.2.6.1.3, the principles for the management of Airborne Noise &amp; Vibration in the EIAR are based on BS 5228-1. Based on this standard the Construction Noise Threshold (CNT) was calculated for receptors on existing rounded ambient noise levels. In accordance with this standard, the CNT is set at 70 dBA at no. 18 Berkeley Road.</p> <p>In order to manage and mitigate airborne noise, the Contractor will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1. The Construction noise threshold will be mandated to the contractors and enshrined in the Railway Order. Before commencing works, Contractors will then need to provide best practice mitigation to reduce the impacts. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further mitigations would be appropriate. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6).</p> <p><b>Groundborne Noise and Vibration</b><br/>Predicted levels of groundborne noise and vibration are set out in Chapter 14 of the EIAR. Unfortunately, there are no effective methods available to reduce groundborne noise from the TBM at source, but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM.</p> |

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| Item No.                                                        | Section Ref. | Page No.      | Observation Statement                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Letter Re: Proposed Development of Metro [District 7] OBJECTION |              |               |                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                 |              | (4) continued |                                                                                                | <p>Air Quality</p> <p>EIAR Chapter 16 (Air Quality) assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements).</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>As specified in the response item above, before commencing relevant works, the Outline Construction Environmental Management Plan (Appendix A5.1) will also be used to manage the construction phase impacts. As part of the updated Construction Environmental Management Plan in advance of commencing construction, an Air Quality Management Plan will also be produced to include for specific working hour measures at sensitive locations. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater.</p> <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"><li>•Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>•Liaison with local authorities and community groups;</li><li>•Hoarding will be provided around the construction compounds; and</li><li>•It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li></ul> |



| Submission No.                                                  |                                  |          | 026                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                          |                                  |          | Brendan Flanagan (Flanagan's Pharmacy and associated residences) (18 Berkeley Road, Phibsboro)                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 5                                                               | Issues that need to be addressed | 2        | 3) Traffic is to be diverted away from the pharmacy and parking to be restricted with some spaces totally removed from the location. I do get business from passing trade where people find it easy to park and to attend the pharmacy. | <p>Please refer to response item (3) related to the traffic management during the construction phase.</p> <p>Regards parking availability, this is also covered by the EIAR in Chapter 9 (Traffic and Transport), section 9.6.1.2.4.5, Parking and Loading Construction Impact Assessment, with particular detail provided in EIAR Appendix A9.5 Scheme Traffic Management Plan, section 7.7.</p> <p>There will be slight impacts for loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities (16 &amp; 17 Berkeley Road) and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost through the phasing of the work.</p> <p>During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC. The construction of the ventilation shaft outside of No. 18 Berkeley Road removes one permanent parking space at this location.</p> <p>During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated.</p> <p>Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the Station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact.</p> |

| Submission No.                                                  |                                  |          | 026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 6                                                               | Issues that need to be addressed | 2        | 4) It is evident from online images and streetscapes of Berkeley Road recently made available to the public that there will be an extraction air vent feet from my building. This is a potential quagmire of issues!!! Noise, contaminated air venting into a pharmacy, etc. etc...a licenced pharmacy must adhere to many health and safety issues that perhaps other retail businesses do not. I fail to understand why a ventilation shaft would be located only feet from my front door, surely it could be positioned at another location reducing the need to have hoarding in such close proximity to the pharmacy. [Possible solution] | <p>Please refer to response item (4) in relation to the predicted impacts to noise, vibration, air quality and dust during the construction phase.</p> <p>As detailed in Chapter 13 (Airborne Noise and Vibration), the following options will be considered when selecting suitable mitigation for tunnel ventilation systems (in order of priority):</p> <ul style="list-style-type: none"><li>* Selection of low noise rated equipment;</li><li>* Reduction of induct flow rates;</li><li>* Reduction of elements in the airflow;</li><li>* In duct attenuators;</li><li>* Orientation of grilles and louvres away from sensitive receptors;</li><li>* Acoustic louvres; and,</li><li>* Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul> <p>The Mater station box will be constructed via top-down excavation, several utilities will need to be diverted temporarily to faciliate access. On the western side of Berkeley Road and north of the junction with Sarsfield Street, a ventilation shaft will be constructed as part of the Mater Station under Berkeley Road, and in front of No 18 and 19. The footpath will be reinstated on completion, but the existing parking at this location will be extinguished.</p> <p>Ideally and like the vast majority of the MetroLink deep stations the ventilation shaft would be an integral part of the main structure. However, with limited space to build the station under the park and surrounding roads, a ventilation shaft located on the north west corner of the structure would protrude up into Berkeley Road, and therefore would require the road to be diverted permanently around it where there is limited space to do so. Its proposed location, while not ideal from the prospective of the short term impact on your property during construction and loss of a parking bay, will in the long term be a better location as it allows the streetscape to be returned to its pre construction layout on completion.</p> <p>Chapter 16 (Air Quality) section 16.5.3.11, identifies that, there are no substantial emissions within the tunnels as the trains or the operations do not generate significant emissions to air, therefore the main emission of ventilation shafts in normal operation is akin to warm air. The street level location of the grilles associated with the ventilation shafts is designed to minimise effects on pedestrians and near buildings. They are often situated in slightly elevated median strips (30cm) for drainage purposes or within green spaces, out of the normal transit of pedestrians or other sensitive receptors. Inlet and outlet ventilation grilles are separated in order to minimise the possibility of air recirculation. Consideration is also given to the potential for air pollution to enter from vehicles through the air intake system, in particular in more urban areas where pollutant concentrations are higher. Within the stations a system with air-quality sensors and ventilation controls can be utilised in order to ensure air quality within underground stations remains comfortable and at safe levels for human health. With respect to the potential for emissions from the ventilation shafts during a fire, the materials for the rolling stock or other systems such as wiring are selected during the detailed design of the proposed Project to comply with strict regulations to avoid the emission of irritating or toxic products. These materials are chosen in order to ensure conditions remain tenable during evacuation however it will also minimise the potential for toxic fumes being emitted from the ventilation shaft during a fire within the tunnel. In accordance with the EPA Guidelines (EPA 2022) and considering the potential likely effects of emissions from the ventilation shafts, the impacts are considered overall Neutral, Not Significant and Long-Term.</p> |

| Submission No.                                                  |                                  |          | 026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Letter Re: Proposed Development of Metro [District 7] OBJECTION |                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 7                                                               | Issues that need to be addressed | 2        | 5) The reports published on the internet provide information in a table format as to how various properties will be impacted yet there is nothing referring to the pharmacy at 18 Berkeley Rd. and thus was excluded from any analysis. It would appear that there may be a serious error in the collation of registered property information at this location which will have had the serious impact of misrepresenting or underrepresenting my particular building and its proximity to the works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>TII disagree with the statement that your property was excluded from the analysis. A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design.</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on properties similar to yours. Section 5.2 of this report sets out the rationale for the assessment of properties. The results of the assessment provided in Table 5.2 shows that the property Ref AB-47 located next to your property has been assessed as falling within the 'Slight ' category. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category. As your building falls within Damage Category 2 or below, no protection works are anticipated for this building. However, considering the foundation of your property are shallow, a Phase 3 assessment will be undertaken by the appointed Contractor on your property, the results of which and any requirements for monitoring and / or other mitigations that eventuate from that assessment will be shared with you in advance of commencing works.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> |  |
| 8                                                               | Issues that need to be addressed | 2 and 3  | 6) The duration of the disruption is not clear from the information provided but one has to believe that the longer it takes the greater will be the financial strain on the pharmacy thereby increasing the probability of the pharmacy failing. It is quite self-evident that any and all work done on this project at such close quarters, involving such lengthy and disruptive propositions will undoubtedly impact on my business in a negative way... I repeat this is in no doubt. It is our contention therefore that this inevitable outcome must be catered for in any development budget so as to ensure my business and entities such as mine, but more specially mine, are compensated for such pecuniary loss and this must include any increased cost of working and recompense for any detrimental impact. This fact needs to be contractually recognised before planning is considered. It is a fact over the last decade or so that any property development by individuals in this area has required a contribution to the "Metro development fund" surely the same should apply in reverse should our entities suffer? | <p>The programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional.</p> <p>A summary programme showing the duration and phasing for construction of the proposed stations and surface works along the alignment is shown in Chapter 5 (MetroLink Construction Phase) Diagram 5.4. of the EIAR. This shows the duration that each of the proposed construction compounds will be in place, while Appendix A5.2 provides more detailed, including the tunnelling elements. For Mater Station Compound/Deep Station construction the estimated programme is 105 months, that includes the following elements of the works anticipated at Mater: Advance Enabling Works; Main Works to Station; Station Fitout and Completion. It is anticipated that first two stages of the works at Mater, the Advance Enabling Works and Main Works to Station, will take up to 6 years to complete.</p> <p>Outside of localised traffic diversions and parking suspension to facilitate access for works, the access to your business will not be impacted during the Advance Enabling Works period. When the main station works commence and during the first phase, TII intends to maintain access to your business while the main activities outside of your property, the construction of the Stations North West Ventilation Structure under Berkeley Road are completed. This work is anticipated to take a year to complete, after which Berkeley Road will be fully reinstated with full pedestrian access along Berkeley Road restored while Phase 2 and 3 of the Main Stations works proceeds within the Four Square Park area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

| Submission No.                                                  |                                  |          | 026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 9                                                               | Issues that need to be addressed | 3        | 7) It takes years to generate the goodwill in a pharmacy business where good service encourages customer loyalty. As mentioned above, it is obvious that with such disruption will inevitability cause a downturn in the pharmacy's turnover with the resultant risk of a business failure with a complete devaluation of same. The apartments here too will suffer as no one will want to rent an apartment on a building site!                                                                                                                                                                                                                                                                                                                                                                                                                      | TII/NTA do not have a policy of compensation for local business for disruption during the construction stage. As with the installation of Luas line throughout the City, TII believe that any short term disruption to businesses during the works is offset by the eventual benefits of owning and operating a business in close proximate to a Luas or in this case Metro line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10                                                              | Letter                           | 3        | <p>What I don't understand is that despite how obvious it was as to how this development was going to impact on this specific building location nobody has approached me to address my concerns and to offer assurances. This business represents a major investment both financially (1.5m) and in time and effort.</p> <p>With the approach that has been taken this generates mistrust between the parties involved and suggests that the authorities have no regard for the continual viability of my business but the importance of their own objectives. I view this proposal as a direct threat to my livelihood and the livelihood of my staff, I refuse to accept this undertaking and will fight this through the courts if required. Therefore for all of the reasons given above I vehemently object to this development as proposed.</p> | <p>Please refer to response item (2) in relation to the consultation that has taken place with local residents along Berkeley Road.</p> <p>TII's intention is to continue to consult with Local Businesses and Residents through the establishment of local community forums for residents and local buiness.</p> <p>Since the submission of the Railway Order Application, TII have engaged with the local business community and explained the sequencing of works and environmental impacts as set out in the Railway Order submission. TII are committed to addressing your concerns and of the local business community and to continue to address these concerns throughout the projects constructions stage through one on one engagement and through the soon to be established local business forum.</p> <p>Please refer to the response above in relation to the predicted impacts to your property, and the proposed mitigation measures from TII.</p> |

| Submission No.                                              |              |          | 027                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                      |              |          | Brendan Heneghan (88 Parkmore Drive)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Ref: Metro planning application no 314724, 25 November 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                           | Letter       | 1        | <p>A lot of people get off at Charlemont no doubt headed for the metro. They are holding up the tram bound for Bray crossing the railway line to get to the stairs. And there's people coming up the stairs slowing them down. Someone has got the wheels of his case stuck in the track.</p> <p>The lady announces a slight delay. I'm told that there's persistent problems with turning the Luas that finish at Charlemont and because all the passengers have to get out, they are stopped longer at the station too. However we move off a minute later.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The Luas stations are designed as a shared space between pedestrians and trams, hence the designated pedestrian crossing between the Charlemont Stop Luas platforms. The interaction between pedestrians and trams will be managed the same as for any other Luas stop.</p> <p>The stairs referred to have been sized to accommodate the combined predicted passenger flows for Luas to Metro, and Metro to Luas. The lift is provided, again sized for the predicted passenger flows, for persons of restricted mobility and so that people are not having to carry luggage of a size that should not be carried on the stairs.</p> <p>Details of the proposed changes at the Charlemont Luas for MetroLink are described in EIAR Chapter 4, Description of the MetroLink Project, section 4.17.12.2, with proposed layouts for access and egress set out on sheets 54 and 55 of the Railway Order: Structure Drawings, Structures Details Book 2 of 3 MetroLink Stations Dublin City Council.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                                                           | Letter       | 2        | <p>On our previous holiday to Lanzarote, we made the mistake of getting off the Luas at Charlemont and transferring to the metro at that point. The metro had just opened. We had massive problems getting the cases down the stairs. Some guy coming up the stairs barged into the missus, even though the signs all say keep to the left. I ended up having to go back up to fetch her case. Not great to have to leave it there as it was a bit of an obstruction. There was a big queue for the lift. I can't get why they didn't put in escalators. Any why didn't they have the metro directly under the Luas with a bank of lifts and escalators. We have to find another way to get to the airport for the pre-Christmas trip.</p> <p>And the return was even worse. Lugging the cases full of the souvenirs for the grandkids up seven flights. That stairs is a nightmare. And when we reached the platform everyone was blocking the platform at the top of the stairs. Took all the benefit out of the holiday. It's like that awful transfer at 168th St Manhattan when you get off the A train from JFK and want to get the 1 to the Bronx.</p> | <p>As noted by response (1) above, the stairs should not be used by passengers carrying luggage of a size not suitable for stairs, and the stairs and lift have been sized for predicted passenger flows, as indicated in Chapter 6 (MetroLink Operations and Maintenance, section 6.4.1), with a lift capacity of 10 passengers.</p> <p>Chapter 6 (MetroLink Operations and Maintenance) indicates that the operation strategy of the proposed Project is driven by the forecasted passenger demand. As such, the peak passenger demand profiles for each station have informed the layout and sizing of platforms and stations to ensure safe and comfortable movements of all users. In recognition of the higher footfall anticipated at this station, two stations entrances are proposed. Additionally, three escalators will be provided at the northern entrance between the station and concourse levels, reflecting the higher footfall predicted with the connection to the Luas line. As presented in Appendix A9.2-B Traffic and Transport Assessment- Charlemont Station, pedestrian modelling of the station indicates that the design has sufficient capacity to accommodate the pedestrian demand generated at the Charlemont MetroLink station.</p> <p>Within the constraints of the site it is not possible to fit escalators in linking ground level to the Luas, and nor would it be feasible to economically place a station beneath the existing Luas that met the MetroLink operational requirements and architectural vision for the Project. It is also highly likely the demolition of buildings would be required around the Luas if such an option was developed and it would not be possible to provide the quality of station entrances that has been achieved for the proposed Charlemont Station.</p> |
| 3                                                           | Letter       | 2        | <p>It was our plan to get off the metro at O'Connell. There's a good chance that there will be a Luas directly across the street which is going to turn around and head south via Parnell. And sure it's a short walk over to Parnell. Again you'd have thought they would have had an underground passage to the Parnell stop from O'Connell metro.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The investment in designing, constructing and maintaining subsurface connection to the surface that is already provided by lifts and escalators from O'Connell Street Station is not justified or feasible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4                                                           | Letter       | 2        | <p>On the way out they got on the Orbital bus on the South Circular Road and got off at Harcourt Terrace. So far so good. At the canal end of Harcourt Terrace, you'd have thought there should be a bridge or a tunnel, as the metro entrance is directly over the canal. However they didn't bother with one. Instead you have to use the Charlemont station as a sort of bridge.</p> <p>Before they got to the bridge poor Fred nearly got moved down by some cyclist who thought he was in the Tour de France. Why would they have the station entrance blocked by a busy cycle track?</p> <p>They then had to lug the cases up the stairs on the Harcourt Terrace side and down on the Charlemont metro side. It's an awfully narrow platform for a busy station. There were lots of people waiting on the platform for the Sandyford tram, so they had to wheel the cases onto the track to get past them. Fortunately it was quite a nice day, if a bit cold.</p>                                                                                                                                                                                      | <p>The northern Charlemont Station entrance is located just off Grand Parade which is accessible via bridges from the east and west ends of Grand Parade via the R138 and Charlemont Street respectively.</p> <p>The interaction of the Luas Green Line stop entrance with the cycle track is not part of the MetroLink Project, and the MetroLink Charlemont Station has not been designed to be accessed via the Luas Green Line Station entrance on the Harcourt Terrace side, although this route can be used if one so chooses to. The primary access to/from the north and south entrances of Charlemont MetroLink Station is from Grand Parade and Dartmouth Road respectively.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Submission No.                                              |              |          | 027                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                      |              |          | Brendan Heneghan (88 Parkmore Drive)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Ref: Metro planning application no 314724, 25 November 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                                                           | Letter       | 3        | I had figured out myself that the best route back to Kilmacud for myself and the missus was to get off the metro at Stephen's Green. True we had to walk across the north side of the Green but we managed it in four minutes. I recollect some claim that seems far fetched , back in the day that it took seven minutes. There's a good wide pavement, no street to cross and it's all on the flat so we can wheel the cases. No lugging them up stairs.                                                                                                                                                                                                                                                                                 | TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The Charlemont terminus and the connection from St Stephens Green to Charlemont / Ranelagh is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028. Accordingly, as previously noted, a lift is provided to/from the Luas Green Line for persons with luggage or of restricted mobility. However the option remains for people to interchange with the Luas Green Line at whichever location they prefer. |
| 6                                                           | Letter       | 3        | I do wonder why it never occurred to anyone to move the Luas station at the Green to the bit of track between Grafton and Dawson Street. Indeed would it not have occurred to them to use the siding past Dawson Street to turn some trams? That's a very short hop from the metro.<br><br>I vaguely remember the fuss about a very long walk between metro and Luas at the Green. However we're used to the walk from the Green Line to the Red Line at O'Connell/Abbey on our way to Heuston and it takes about the same time. The problem there is the busy road crossing where you have to wait two goes of the pedestrian lights unless you are very quick on the feet. However if that connection is grand, why isn't the Green one? | TII's role is to deliver the MetroLink project as provided for in policy and this application is in relation to the Railway Order for the Metrolink project only. The feasibility of moving the Luas stop is not part of this application since the Luas is an existing system with services continuing further south from St Stephen's Green that would not be serviced by a spur to St Stephen's Green East. The intent of the Project is to supplement and complement existing infrastructure investment wherever possible. Turning trams to a spur and then turning them back would reduce the level of service / increase headways provided by the Green Line.<br><br>Please refer to response (5) above regards the interchange at St Stephen's Green.                                                                                                                                            |



| Submission No.                                              |              |          | 027                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                      |              |          | Brendan Heneghan (88 Parkmore Drive)                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 7                                                           | Letter       | 3        | I wish someone had brought all this up before they started building the metro. Charlemont is an awful connection between metro and Luas and there are better ways. There would not have been a chunk of change out of a billion in the cost of the last bit of the metro line - the poor taxpayer. | <p>TII have given careful consideration to where MetroLink should best integrate with the Luas Green Line.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy, section 12.3.10, "The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative proposal which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042.</p> <p>For this reason it has been necessary to determine the most appropriate interchange and termination location for MetroLink. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' This is also reflected by EIAR Chapter 7, section 7.7.8 MetroLink Southern Terminus Location that explains the rationale for selecting Charlemont as the optimum location for interchange with the Green Line.</p> |
| 8                                                           | Letter       | 5        | Note 1 the public transport section of Grater Dublin Area Transport Plan 2022-2042 proposes two Luas lines respectively ex Tallaght and Sandyford converging at Charlemont.                                                                                                                        | TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. As such, the extension of the Luas falls outside the remit of this application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9                                                           | Letter       | 5        | Note 2 Feasibility Study Luas Lucan August 2021 page 11 (ancillary to the above) proposes an Option 3 ending at Charlemont (which they call Grand Canal Mall there)                                                                                                                                | <p>The Luas Lucan is to be developed as per NTA's development strategy.</p> <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. As such, the extension of the Luas falls outside the remit of this application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                              |              |          | 027                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                    |
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| Organisation Name or Name of Submitter                      |              |          | Brendan Heneghan (88 Parkmore Drive)                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                       |
| Ref: Metro planning application no 314724, 25 November 2022 |              |          |                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                    |
| 10                                                          | Letter       | 5        | Note 3 Dublin City Council Area Committee wanted to discuss the Charlemont terminal with National Transport Authority and passed an emergency resolution asking them to come in. In rejecting that request on 23 May 2022, the Deputy Chief Executive so described the Charlemont experience. | The Charlemont terminus and the connection from St Stephens Green to Charlemont / Ranelagh is provided for by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and further the location of the interchange is supported by the Dublin City Development Plan 2022 - 2028. |

| Submission No.                             |              |          | 028                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter     |              |          | Brendan Howley (resident - 5 Mobhi Road, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                   | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter dated 14 <sup>th</sup> October 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                          | Letter       | 1        | <p>I am the owner and occupier of 5 St Mobhi Road. I see from the enclosed map that it will extend into the substratum of my front garden and part of my house. I object to this structure as from experience of living in London for many years it causes vibration and a rumbling sound inside the houses of some of the places where I lived.</p> <p>It appears from the enclosed map that the infrastructure will be under my hallway and sitting room which will affect my living experience and substantially effect the value of my property.</p> | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below.</p> <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents the predicted groundborne noise and vibration levels during the construction and operational phases of the Project.</p> <p>The predicted groundborne noise during TBM passage at your property is 47 dB LASmax which is above the Threshold Level of 45 dB and indicates a significant adverse impact for a short-term duration of up to 2-weeks when the TBM is passing your property. The predicted vibration during TBM passage at your property is predicted to be a not-significant level of 0.236 ms-1.75 VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) which is below the threshold level of 1.0 ms-1.75 VDV.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known. TII have put in place a Airborne and Groundborne Noise Mitigation Policy which is detailed in EIAR Appendix 14.6. This policy is available within certain criteria to owners of properties that may be impacted by the works.</p> <p>During operation of the railway, groundborne noise is predicted to be 31 dB LASmax at your property which is below the threshold of 40 dB LASmax. Operational vibration at your property is predicted to be 0.006 ms-1.75 VDV, again well below the threshold level of 0.8 mms-1.75 VDV. As a result there are no predicted significant impacts during the operation of MetroLink at this location. There is strong evidence to suggest that the introduction of a world class metro system greatly benefits established residential areas.</p> |

| Submission No.                                                                                                                                                                                                                                    |                                                             |          | 029                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                            |                                                             |          | Brian McGrath (16 Glenmore Road)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                                                                                                          | Section Ref.                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Observation on Dublin Central Site 2 and Metrolink'. Case reference: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink), by Brian McGrath, 16 Glenmore Road, Dublin 7 |                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                                                                                                                                                                                                                 | Introduction                                                | 1,2      | <p>The Dublin Central application for site servicing plan states that to facilitate the Metrolink plan for (2035) - A structural box (120m length, 26m width, 34.5m depth) beneath the ground floor level has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation and fire escape shafts through this part of the Dublin Central proposed development.</p> <p>This, according to the application, is to ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. The MetroLink project will be the subject of this separate railway order for planning approval to be made by Transport Infrastructure Ireland. This part of the Dublin Central proposed development is referred to as the MetroLink Enabling Works.</p> <p>The proposed rail station is to be constructed under "site 2' of the Dublin Central site. The timeline is 15 years as the application makes it clear that the development is dependent on Metrolink proceeding immediately. If the metro does not proceed, neither can the development in its current form.</p> <p>Since the timeline in relation to Metrolink is unknown, and that this is acknowledged by state agencies, why is a fresh application for site 2 enabling works being pushed through at this time? And since the real timeline is 15 years, why is this not stated on the application page? And why have the developers placed the metro at Upper O'Connell St. Terrace (Site 2), where its removal is necessary for the metro to proceed? Is this simply not to facilitate the development as several of the buildings are protected under Irish law?</p>                                                                                                                                                                                                                                                                     | <p>The Metrolink Railway Order application is for the works that are required to construct the Metrolink project. The works set out in the Dublin Central planning applications, if granted, would allow the Metrolink supporting infrastructure to be constructed as part of the Dublin Central development, allowing the development to proceed should the Metrolink project not be ready to proceed itself under its own powers at that time.</p> <p>Following the granting of the Railway Order, the anticipated construction period for the Metrolink station at O'Connell Street as a standalone scheme independent of the Dublin Central development is 99 months. This is as set out in the Railway Order documentation, EIAR Chapter 5, MetroLink Construction Phase Table 5.5.</p> <p>With the exception of the proposed O'Connell Street Station underground structure, the construction of Dublin Central is not part of the railway order works. However, Metrolink will work with Dublin Central to coordinate construction activity should construction periods align.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                                                                                                                                                                                 | Questions about Site 2 and the Upper O'Connell St. Terrace' | 2        | <p>This has a special relevance to heritage protection, if the Dublin Central applicants plan to proceed immediately with demolition of the protected structures listed in application 5126/22 and the three previous applications as part of Dublin Central? Also, is this the case with the O'Connell Street and Moore Street buildings listed as part of this and the Hammerson 2022 applications? The EIA Volume 2 report states that the windows are to be retained (where applicable) and that all parts of the protected structures are to be photographed.</p> <p>Demolition of a protected structure is illegal under Irish planning law, there is also the practical reason arises as to where all this material is to be located? The development is proceeding as the application makes clear on the basis that Metrolink will proceed in tandem with the development. That timeline is dubious, and Dublin Central / Metrolink is to proceed on the word of the Government, will this be mean that demolition of the protected structures on O'Connell and Moore Streets will proceed before both the larger Dublin Central and associated Metrolink developments are to proceed?</p> <p>Is this the intention of the developers (the Dublin Central applicant ((5126/22)) and today's railway order, (NA29N.3 14724 - 314724) submitted by Transport Infrastructure Ireland? The question must be asked, because the Dublin Central application and previous applications and this Metrolink application go to some trouble to knit the protected structures and the history of O'Connell and Moore streets into the development process.</p> <p>However, a later application (given the 15 year timeline), could simply alter the plan again, with the historic materials lost or disposed of (given the length of time involved), this is a distinct possibility.</p> <p>In fact, Metrolink was first promised in 2005 in the Transport 21 Plan. When revised plans were announced in 2018, it was scheduled to be operational by 2027. However, the plan will be delayed well beyond that time period or could be cancelled or scaled back at some future time.</p> | <p>While both applications (MetroLink &amp; Dublin Central) are directly linked through the design integration of the O'Connell Street Station underground structure, as noted, Dublin Central developments proposals are subject to a separate application.</p> <p>In the case of MetroLink proceeding before the Dublin Central development at the proposed site for the O'Connell Street station, and in advance of any works commencing, the MetroLink appointed Project Conservation Architect (PCA) will undertake a full Structural and Condition Surveys of any built and cultural heritage items that will be subject to removal or protection within or close to the site.</p> <p>The Project Conservation Architect (PCA) surveys will identify any heritage materials to be removed to secure storage (followed by conservation and reinstatement) or protection in-situ if they are to be retained. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve any required elements.</p> <p>The Main Construction Works Contractors will appoint Consultant Conservation Architects to implement any required preservation in situ including the protection measures for buildings retained.</p> <p>Chapter 26: Architectural Heritage and specifically section 26.4.4.10.1 O'Connell Street Station lists the various buildings impacted at the proposed site as follows:<br/>- Protected Structures within the proposed site.<br/>- Important Buildings that lie close to the proposed site.</p> |
| 3                                                                                                                                                                                                                                                 | Metro Timeline                                              | 2        | <p>The Chief Executive of Transport Infrastructure Ireland (TII), Peter Walsh, told the Dail's Public Accounts Committee (PAC) last February 2022 that he hoped Government approval will be granted and that a submission would be made to An Bord Pleanála in the second half of the year. He said the planning process is out of the TII control and whether there is a judicial review challenge "will add a period of time that we cannot determine".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>TII's position on this matter remains as outlined by P.Walsh (CEO).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| Submission No.                                                                                                                                                                                                                                    |                                                     |          | 029                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                                            |                                                     |          | Brian McGrath (16 Glenmore Road)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| Item No.                                                                                                                                                                                                                                          | Section Ref.                                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Observation on Dublin Central Site 2 and Metrolink'. Case reference: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink), by Brian McGrath, 16 Glenmore Road, Dublin 7 |                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 4                                                                                                                                                                                                                                                 | Issues with the Dublin Central / Metrolink Proposal | 2,3      | As a result, there is a proposed Timeline of Completion in the 5126/22 application of 2034. (Baseline Programme 4.0 p.19.). There is to be a fresh application to be submitted in March 2023 with construction proposed to commence in August 2023. With Dublin Central clearly tied in to Metrolink, (for purposes of the present application) why is a planning application being tied so clearly together with a rail proposal whose timeline is so vague and unclear and why is it being proposed that a massive building development be allowed to proceed in the city centre for the next fifteen years?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The Metrolink station at O'Connell Street has been designed to take account of the plans to develop the Dublin Central project. That project's design and planning permission is independent of Metrolink other than consideration of how Metrolink can tie into the proposed development works.<br><br>The development of the Dublin Central site can take place with or without Metrolink being in place.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 5                                                                                                                                                                                                                                                 | Objection                                           | 3        | I object to the proposed Metro link enabling works to be carried out by DCGP Ltd as part of its application of the Dublin Central Project once the proposed railway order has come into operation. This is to enable these preliminary works at Site 2 (Upper O'Connell Street Terrace) on O'Connell Street. This railway order is being proposed by Transport Infrastructure Ireland as part of the Dublin Central proposal. Given that this proposed preliminary construction is to be started in advance of the Metrolink project, (whose timeline is vague and uncertain), Dublin City Council are proposing to grant permission to demolish the Upper O'Connell Street terrace as that is where 'Site 2' is located.<br><br>Dublin City Council (as part of its legal obligations under the Planning and Development Act 2000, maintains a list of protected structures in Dublin City with several of the Upper O'Connell Street terrace buildings included. The proposal to demolish and reconstruct the Upper Terrace is in direct contravention of the protected status of the buildings on O'Connell Street.          | It should be noted that the submission is not correct to say that "This railway order is being proposed by Transport Infrastructure Ireland as part of the Dublin Central proposal". In actual fact, the Metrolink project has selected its O'Connell Street station following a site selection process that identified the proposed site, and is independent of any proposed development on the Dublin Central lands. Metrolink has been designed to allow both projects to take place and coordinate activity where necessary. Metrolink can be constructed with or without Dublin Central being permitted or constructed but has built in the flexibility to be constructed in either scenario. This includes demolition of any structures required to construct the Metrolink station on the proposed site. (See also response to item 6 below).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 6                                                                                                                                                                                                                                                 | Objection                                           | 3,4      | The buildings proposed for demolition as part of Site 2 on the Dublin Central site are as follows:<br>43, O'Connell St. Upper, Dublin 1<br>44 O'Connell St. Upper, Dublin 1<br>No. 45 Upper O'Connell Street<br>52-54 O'Connell St. Upper, Dublin 1<br>55-56 O'Connell St. Upper, Dublin 1<br>57 O'Connell St. Upper, Dublin 1   _Commented [BM1]: Make sure that the Byrne building is not No 58.<br>58 O'Connell St. Upper, Dublin 1<br>61 O'Connell St. Upper, Dublin 1<br><br>Removal and rebuilding constitutes destruction of these unique pieces of Dublin architecture, these date from the 18 th century, to the rebuilding after the war of independence, to the art deco (Carlton) cinema of the 1930's.<br><br>The 1916-22 street buildings are fine examples of architecture, and constitute not merely fine facades of cut stone and red and brown brick, but Portland stone on O'Connell Street. These buildings constitute a historic record of O'Connell Street's 18th century origins as well as its subsequent reconstruction post 1916 and 1922 and which were clearly carried out to a very high standard. | Please note, of the buildings listed in the submission, Property No. 61 O'Connell Street Upper is not part of MetroLink's proposed works and is not being acquired, either in whole, or in part by TII.<br><br>The Planning and Development Act 2000 (as amended) requires all Local Authorities to maintain a Record of Protected Structures in their respective development plan 'for the purpose of protecting structures or parts of structures'.<br><br>For the DCC administrative area, the Record of Protected Structures is contained within DCC Development Plan 2022-2028 (Volume 4). Of the properties listed in the submission, No.s 45 and 55-56 O'Connell Street Upper are not included in the DCC Record of Protected Structures. For properties No. 43, 44, 57 and 58 the protected structure status applies to the front facade of the buildings only (RPSs 6023-6027). For No. 52-54 (RPS 6025) the protected structure status applies to the upper front facade of the buildings only.<br><br>Section 57 of the Planning and Development Act 2000 (as amended) does allow for demolition of Protected Structures in exceptional circumstances. However it is important to note that all of the elements of the buildings listed in the submission, that are afforded specific protection by means of inclusion in the Record of Protected Structures, are being proposed for retention in accordance with both the MetroLink Railway Order Application and Dublin Central Site 2 Planning Application. |  |
| 7                                                                                                                                                                                                                                                 | Concluding Objection                                | 4        | Consequently, I object to the Railway order submitted by Transport Infrastructure Ireland as these works would involve the demolition of the Upper O'Connell Street terrace and that the idea of placing a subway station at this site is badly conceived and deserves reconsideration given the uncertain timeline of the Metrolink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | The Metrolink Railway Order application is for the works that are required to construct the Metrolink project. That project's design and planning permission is independent of Metrolink, other than consideration of how Metrolink can tie into the proposed development works. With the exception of the proposed O'Connell Street Station underground structure, the construction of Dublin Central is not part of the Railway Order works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                |              |          | 030                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                        |              |          | Brigid Purcell (People Before Profit representative)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                      | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter Re: Submission on: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] Reference: NA29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                                                                                                             | Letter       | 3        | I write to request that An Bord Pleanála refuses approval for this Railway Order. The proposal to demolish the Markiewicz Sports and Fitness Leisure Centre, the 70 apartments in College Gate and the 8 homes on Townsend Street, is both unacceptable and unnecessary. This is not an objection to the MetroLink project as a whole, but to the planned destruction of this inner city community and extremely valuable public amenity.                                                                                                                                         | TII are aware of the impacts of the works on both the local community and on users of the sports facilities. TII have assessed 12 options for this location and concluded that the proposed option is preferable despite the impacts evident. TII will continue to work with the community and DCC to provide mitigation wherever feasible. The issues are discussed below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2                                                                                                                             | Letter       | 3        | The Markiewicz Leisure centre includes the only 25 metre public swimming pool in the south inner city, and a fantastic gym. This public amenity is vital for the mental and physical health of everyone who lives and works in the city. The pool is used by people traveling from all over the city. Everyone, from school children to senior citizens, from people doing physical rehabilitation to competitive swimmers, rely on this facility. It is also a vital social outlet for all the people who use it. [Ref: Markiewicz Leisure centre 25 metre public swimming pool] | TII note the importance of the Markiewicz Leisure Centre to the local community and the loss of this amenity is regrettable.<br><br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3                                                                                                                             | Letter       | 3        | The 78 homes proposed to be demolished are all built in recent years and of high quality. The demolition of these homes would mean the clearance of an inner city community, and a significant loss of high quality housing during the state's worst housing crisis                                                                                                                                                                                                                                                                                                               | As detailed in Chapter 11 (Population and Land Use) of the EIAR, for those residential properties that will need to be acquired permanently, suitable measures will be proposed for residents under the provisions of the Railway Order. In particular, a Land Acquisition Strategy has been prepared to provide information to residents and set out the arrangements in place for affected property owners. As detailed in Chapter 21 (Land Take), section 21.6 Mitigation Measures, in recognition of the impact on residential cases where properties are to be acquired and given the unique circumstances surrounding the proposed impacts to the College Gate apartment complex, TII will engage the services of a property advisory company to engage directly with property owners. Property owners will be invited to participate in a Discretionary Scheme. The Discretionary Scheme will offer property owners the opportunity to negotiate and reach a 'Pre-Agreement' on both a baseline residential unit price and other matters of compensation that an owner would normally be entitled to under the compensation stage. This will provide the parties with as much certainty as possible at this early stage.<br><br>TII will use reasonable endeavours to make arrangements to provide residential property owners with as much time as possible in which to relocate, beyond that which is provided for under the statutory process.<br><br>Full details of the Land Acquisition Strategy are contained in Chapter 11 (Population and Land Use) and Chapter 21 (Land Take), and on <a href="http://www.metrolink.ie">www.metrolink.ie</a> . |
| 4                                                                                                                             | Letter       | 3        | Transport Infrastructure Ireland's (TII) own Environmental Impact Assessment Report submitted with the application describes the impact on the population of the area of this proposed demolition as "significant", (Volume 2, Introduction and Project Description, 7.7.10.9.2)                                                                                                                                                                                                                                                                                                  | TII accept there are negative impacts both in the loss of amenity and in housing. As noted in Section 7.7.10.9.2 of the EIAR, the impact of the proposed demolition is significant. This has been further assessed in Chapter 11 of the EIAR and mitigations discussed. However with planned mitigations, TII hopes to reduce the overall impact as noted below as outlined in the responses to item 2 and item 3 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



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| Submission No.                                                                                                                |              |          | 030                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Organisation Name or Name of Submitter                                                                                        |              |          | Brigid Purcell (People Before Profit representative)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Item No.                                                                                                                      | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| Letter Re: Submission on: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] Reference: NA29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 5                                                                                                                             | Letter       | 3        | Following objections about the temporary effects during construction on Na Fianna GAA pitches in Glasnevin and on the Luas Green Line service from Dunville Avenue, TII performed extremely significant U-turns in relation to their plans for the Griffith Park Station and the upgrade of the Luas Green Line. And so I cannot accept that they are unable to amend their plans for the Tara MetroLink Station in order to avoid the permanent loss of a significant number of good quality homes and the only public 25 metre swimming pool and gym in the city centre, at such a time of crisis in housing and homelessness.                                                                                                                                                                                                                                                                                                    | TII have undertaken a number of alternative analysis (a total of 12 options were considered) for this location which can be seen in Chapter 7 (Consideration of Alternatives) of the EIAR (7.7.10.9). Through this analysis, Option 0 was chosen as the preferred station location. This option was considered to provide the best combination of cost and programme certainty, reduced impact on traffic and utilities during the Construction Phase and will adopt the safest form of construction. This proposed station location also retains a good interchange facility with the Tara Street Dart Station, which is a key project objective.<br><br>As noted, there is potential for significant environmental effects due to the requirement to remove a number of buildings to facilitate the construction of the proposed station. TII will work closely with residents and building users in order to minimise potential impacts. The main procedures to mitigate impacts as outlined in the responses to Item 2 and Item 3 above. |  |
| 6                                                                                                                             | Letter       | 3        | I am concerned that the proposed demolition is considered necessary because it will result in extremely valuable development land then being available for sale by TII In October 2018, before the public consultation process was complete, Hugh Creegan, Deputy CEO of the National Transport Authority (NTA) wrote to Dublin City Councillors:<br>"the route does require the acquisition of the swimming pool and the block of apartments [approx. 70] with all of the implications that arise from that".<br>"It is worth noting that, following construction of the station, the above-ground space is still available for development," he added.<br>I feel that even the possibility that these 78 homes and the leisure centre are being demolished in order to help fund the project, needs to be thoroughly examined.<br>For the above reasons, I request that An Bord Pleanála refuses approval for this Railway Order. | NTA/TII reject this point in the strongest of terms. Such acquisitions in the absence of any evidence are considered very unhelpful to the planning process and more importantly upsetting to property owners and residents who are already in a very challenging position. TII point to the very significant analysis of alternative options that has been undertaken as part of the design development process as outlined in responses above as evidence that NTA/TII have undertaken exhaustive analysis of options to arrive at the preferred option for Tara Station. The loss of property is very regrettable, however as outlined above in the responses to item 2 and item 3, TII will put in place a comprehensive plan with supporting resources to assist with the relocation of residents and the provision of alternatives to the leisure centre.                                                                                                                                                                              |  |

| Submission No.                                                    |                                       |          | 031                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 1                                                                 | Observation details<br><br>5. Grounds | 3        | We, the committee of Butterfield Residents' Association, wish to make a submission on behalf of our residents relating solely to the permission sought to locate the terminus of MetroLink at Mander's Terrace, Charlemont. BDRA would request that the terminus be located initially at Stephen's Green for the moment so that further excavation can be deferred to allow other options to be explored. | <p>An end of line station at Charlemont, rather than St Stephen's Green has been proposed for the following reasons.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy. The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the southwest, south or southeast of the city region should sufficient demand arise.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilization of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ratio (BCR).</p> |
| 2                                                                 | Observation details<br><br>5. Grounds | 3        | BDRA considers a terminus located at Rathmines rather than Charlemont to be a more suitable option for the future. We would like to emphasize that we are fully supportive of MetroLink from Estuary to St Stephen's Green and would wish for work to begin as soon as possible.                                                                                                                          | TII would note that the proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise. Further southern extension does not form part of this RO application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| 3                                                                 | Observation details<br><br>5. Grounds | 4        | <p>The following reasons apply:</p> <p>1. Lack of Bus connectivity at Charlemont.</p> <p>Charlemont is not served by many buses. When the BusConnects plan is fully in place Rathmines will be served by the A Spine at a rate of 33 buses per hour at peak times. Passengers using these buses could alight at Portobello and easily access the Rathmines terminus. Conversely, for Charlemont, the same passengers, many bound for the airport with luggage, would face a considerable walk along the canal on pathways not designed for the use of large numbers of pedestrians to use at once.</p> <p>The Railway Order plan contains no proposal for a proper infrastructure to facilitate these commuters. In addition, on arrival in Charlemont, those passengers must also use lifts/escalators to negotiate level changes. Such a scenario has obvious and needless negative consequences for those with mobility difficulties.</p> | <p>Response (1) above explains the rationale for the proposed MetroLink station at Charlemont noting it was chosen on the basis of its interchange potential with Luas, as well as local bus services. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage.</p> <p>In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Future Metro services south of Charlemont do not form part of the Railway Order application. TII's role is to deliver Metrolink as supported by the Transport Strategy for Greater Dublin Area (2022-2042) and Dublin City Development Plan 2022-2028. The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy. The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the southwest, south or southeast of the city region should sufficient demand arise."</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location for persons of restricted mobility. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalized junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> <p>TII would also note that all MetroLink stations have been designed in accordance with the principle of "Access for All", noting the reason for the provision of lifts within the stations is to provide access to all levels of the station for persons of restricted mobility.</p> <p>Current BusConnect routes run through Camden Street (A Spine) and Leeson Street Upper (E spine), both in a short walking distance from the proposed MetroLink Station therefore is no interaction issues between both project.</p> |  |
| 4                                                                 | Observation details<br><br>5. Grounds | 4        | <p>This proposal is supported in Jasper's report for the NTA</p> <p><i>"The connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Green Line (subject to an improved understanding of how this could physically be delivered in a scenario with Metro operational) "</i></p> <p>For these reason BDRA strongly supports a future terminus at Rathmines rather than Charlemont.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>TII are proposing a station at Charlemont for the reasons set out by responses (1) and (2) above, noting that a station at Charlemont is strategically optimally positioned to extend metro beyond Charlemont in the future, and that the section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage.</p> <p>TII do not agree with that the connect to Charlemont/ Ranelagh could be feasibly be deferred until there is clarity on the future of the Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| 5                                                                 | Observation details<br><br>5. Grounds | 4        | 2.Further options for MetroLink have not been explored fully.<br><br>Three options were identified by the NTA:<br>•Continuing the Metro along the Green Luas line<br>•Extending the Metro to UCD<br>•Extending the Metro to South West Dublin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | As noted by response (2) above, none of the options for extending metro south in the future are precluded should the need arise.<br><br>As noted in response item (3), future Metro services south of Charlemont do not form part of the Railway Order application.                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 6                                                                 | Observation details<br><br>5. Grounds | 4        | The third option is of most interest to BDRA and its residents.<br><br>BDRA contends that the area in between the two Luas lines is very poorly served by public transport at present and that BusConnects alone will not satisfy the future transport needs of this rapidly growing area.<br><br>The feasibility study already made did not capture/reference all the transport needs of the entire area. The study confined itself to a possible Metro to Knocklyon thereby neglecting consideration of the travel needs of the wider area including much of Greater Tallaght/ Ballycullen whose residents have no easy access to the Luas. We would therefore request that a proper feasibility study with appropriate parameters be undertaken to explore this option.<br><br>BDRA considers that the building of terminus at Charlemont would preclude any possibility of further development of this option in the future.                                                                                                                          | As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.'<br><br>TII assessed the routes within a specific corridor in line with the GDA strategy at that time, this did not include looking at options for metro southwest. Future extensions south of Charlemont do not form part of this Railway Order Application. |  |
| 7                                                                 | Observation details<br><br>5. Grounds | 4        | 3. The environmental benefits for extending the MetroLink to the south-west are many.<br><br>BDRA recognizes that the population of Rathfarnham and its surrounding areas is growing rapidly. Extensive housing development is taking place in Scholarstown and ..... It is already apparent that traffic is seriously gridlocked on local roads because many people rely on cars due to the woefully inadequate bus service in this area. This situation will deteriorate as more people move into these residences with the inevitable rise in carbon emissions.<br><br>The issue of carbon emissions cannot be adequately addressed by excluding the Metrolink to the south west as commuters will still have to rely on cars to commute to work, for family visits, social events etc. thus adding to daily gridlock and longer journey times and all the while producing further harmful emissions.<br><br>BDRA believes that the case for extending the MetroLink to the south-west is a very strong one. The human and economic benefits are many. | As noted by the responses above, the proposed station at Charlemont does not preclude the future extension of metro (including to the south-west) and is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.                                      |  |

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| Organisation Name or Name of Submitter                                                                                                 |                                    |          | Cairn Homes Properties Limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                    |
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| RE: Metrolink Railway Order from Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                    |
| 1                                                                                                                                      | Associated infrastructure upgrades | 2        | Cairn also welcome and support the associated infrastructure upgrades which will be undertaken to facilitate the Metro. We recognise that the majority of associated infrastructure upgrades such as works to the Estuary Roundabout, and provision of enhanced pedestrian and cycle connectivity towards the proposed stations are outside the scope of this proposed development. However we would request that these works are proritised to ensure they are in place for the delivery of Metrolink. | While the infrastructure upgrades referred to by the observation do not form part of the MetroLink Railway Order application or fall under the control of TII, the MetroLink project will work closely with the National Transport Authority and Fingal Co Council to realise the benefits of an integrated transport network, a key strategic objective of the MetroLink project. |
| 2                                                                                                                                      | Delivery of other developments     | 2        | Metrolink is viewed as a critical development for unlocking the development potential of parts of the city. However Cairn would request that the delivery of Metrolink is not tied to the delivery of any other development in the city, such as through phasing requirements for either Metro or individual developments.                                                                                                                                                                              | TII have developed the MetroLink project so that it will be constructed independently of other developments                                                                                                                                                                                                                                                                        |
| 3                                                                                                                                      | Request for further engagement     | 2        | We would welcome the opportunity to engage further on this project and request we are updated as appropriate regarding this development.                                                                                                                                                                                                                                                                                                                                                                | The MetroLink project will continue to consult and engage with stakeholders as the Project progresses. In addition regular Project updates are provided at <a href="http://www.metrolink.ie">www.metrolink.ie</a>                                                                                                                                                                  |

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| Organisation Name or Name of Submitter                                                                                                      |                         |          | Caitriona and Ciaran Byrne (Saint Anthony's, Seatown West, Swords, Co. Dublin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Letter Re: NA29N.314724 - Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (MetroLink) |                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 1                                                                                                                                           | Preamble                | 1        | Open space and design (anti-social behaviour)<br><br>We support in general the concept of the metro scheme, the objectives of the overall scheme and appreciate that the scheme will bring benefits to the wider city and the environment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII are grateful for you taking the time to make this submission and confirming your support for the MetroLink project which will deliver the benefits you have noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 2                                                                                                                                           | Preamble                | 1        | Notwithstanding this, we have concerns regarding elements of the proposed scheme, in particular the lack of privacy to our property, anti-social behaviour and the level of baseline information and assessment carried out in relation to noise and vibration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | We have reviewed your concerns and have provided responses below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 3                                                                                                                                           | 1.3, 1.4, 1.5, 1.6, 1.9 | 2        | ...the Fingal County Development Plan (the “FCCDP”) which states that 'Open spaces must be designed to a high specification. Great emphasis must be placed on the quality of open space and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in such a way that anti-social behaviour is reduced through passive surveillance [ . . .]’.<br><br>The Open Space proposed ... does not conform to best practice and is contrary to the FCCDP.<br>...have included mark ups which illustrate:<br>a. The specific Open Space area of concern (area shaded in red, and black dotted line)<br>We are concerned that the current design which has not taken into consideration Best Practice and with the absence of passive surveillance will result in anti-social behaviour.<br>The potential for the proposed Open Space to increase anti-social behaviour and reduce privacy and residential amenity is contrary to the Zoning Objective and Vision set out in the FCCDP for this area. | TII note your concerns, but the design has been developed fully in accordance with best practice and particularly in relation to passive surveillance. The planned outcome of the Metrolink architectural and urban realm design as set out in the EIAR documents supporting the Railway Order has been developed in discussions with Fingal County Council (FCC) to align and compliment the proposed R132 Connectivity Project in accordance with the Fingal County Development Plan. The open space is set to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide. TII intentions in relation to the final landscape proposals around your property are further detailed in response number (4) below. Therefore the proposed Project does not contravene the Open Space designation within the FCCDP.<br><br>More broadly across the proposed MetroLink, Safety and Security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges.                                                                                                                                                                                                                                                                                                                                                               |  |
| 4                                                                                                                                           | 1.3, 1.4, 1.5, 1.6, 1.9 | 2        | The Open Space proposed ... does not conform to best practice and is contrary to the FCCDP.<br>...have included mark ups which illustrate:<br><br>b. The location and orientation of adjoining properties, which highlight that this Open Space will not be overlooked, and will instead be exposed to gable walls and rear gardens<br>We are concerned that the current design which has not taken into consideration Best Practice and with the absence of passive surveillance will result in anti-social behaviour.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | By keeping within the Local Landscape Character Area (LLCA), the proposed MetroLink landscape reinstatement along the R132 between the Estuary and Pinnock Hill Roundabouts provides an integrated series of small local parks complete with play facilities, seating, and planting, adjacent to the residential areas and which interconnects, encouraging pedestrian and cycle use, to form part of the longer green ribbon connecting the broader Swords community with MetroLink and across the R132.<br><br>The proposed Project has been designed taking into account the R132 Connectivity Project promoted by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.<br><br>Further acknowledging your concerns, TII is committed to working with local resident’s groups to align with Fingal County Council plans for urban connectivity across the R132 with local residents concerns and hope to reach agreement on these matters ahead of the oral hearing. |  |



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| 5                                                                                                                                           | 1.7           | 2              | <p>Privacy</p> <p>The applicants acknowledge that residents closest to Open Space would view the intervisibility as a reduction of their privacy. Notwithstanding this acknowledgement, no apparent meaningful measures are proposed for residents directly adjoining the proposed open space.</p> <p>It is unclear from the information provided in the planning application and associated drawings, what boundary treatments, if any, are being proposed for the southwest boundary of the Open Space which adjoins our property and rear garden. There is no apparent proposal for screening or fencing. The boundary of our rear garden which directly adjoins the proposed Open Space consists of a dwelling built up against our boundary wall that is under compulsory purchase order for the metro north (is therefore due to be demolished) and hedging.</p> <p>A lack of appropriate screening will result in an unacceptable intrusion of our privacy. The potential for the proposed Open Space to increase anti-social behaviour and reduce privacy and residential amenity is contrary to the Zoning Objective and Vision set out in the FCCDP for this area. Zoning type, Objective and Vision are summarised below.</p> <p><i>Zoning</i><br/>RS' Residential:<br/><i>Objective</i><br/>Provide for residential development and protect and improve residential amenity<br/><i>Vision</i><br/>Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity.</p> | <p>Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none"><li>•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.</li><li>•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 passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</li><li>•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.</li><li>•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 to manage the situation.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> |               |                |         |      |    |    |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6                                                                                                                                           | 2.2 - 2.4     | 3, 4           | <p>Noise and vibration concerns</p> <p>It is our opinion that the EIAR submitted does not identify and describe adequately the direct and indirect significant impacts on the environment. It appears that the document is deficient and inadequate in terms of the statutory requirement for: the description of the likely significant effects of the project on the environment; a description of the required mitigation measures</p> <p>2.2 AT50 Attended Noise Monitoring is the most representative of all noise monitoring locations for our property. AT50 is situated at a Cul-de-sac at end of Seatown West, bordering roundabout linking R132 and R125.</p> <p>2.3 The baseline noise recorded at this location is set out in the EIAR and detailed in the Table below.</p> <p>2.4 It would appear that this attended survey only recorded day-time measurements. There is an absence of information on baseline night-time (2300-0700) levels relative to this location.</p> <table><tr><td>Attended Location</td><td>dB LAeq,15min</td><td>dB LA90, 15min</td><td>dB Lden</td></tr><tr><td>AT50</td><td>59</td><td>61</td><td>62</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                             | Attended Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | dB LAeq,15min | dB LA90, 15min | dB Lden | AT50 | 59 | 61 | 62 | <p>TII would like to provide the assurance that the potential noise disturbance impact on your property as a result of the proximity of the proposed retained open cut section. The impacts has been carefully assessed against an established baseline, as reported in the EIAR and are summarised below, for both construction and operation of the completed MetroLink. Mitigation measures are also described within Chapters 13 &amp; 14, Appendix A5.1 Outline CEMP and Appendix A14.6 TII Airborne and Groundborne Noise Mitigation Policy.</p> <p>Baseline Surveys and Construction Noise Thresholds</p> <p>EIAR Chapter 13.3.1.3, Baseline Noise Environment AZ1: Northern Sections provides details on the baseline noise surveys undertaken in preparing the EIAR for the Railway Order. Table 13.24 further lists the locations of both: the Unattended (Long term – one week) Noise Surveys, of which UT4 to UT7 are representative of the environment of your property; and supplementary daytime Attended Noise Surveys, of which AT3 to AT6 are representative of the environment of your property, with AT50 closest to your property. The noise survey results from these locations are listed in Table 13.25. As referenced in Section 13.2.4.2, 20 long term noise surveys were undertaken along the alignment (in addition to the unattended surveys referenced by UT codes). These surveys lasted approximately 1 week at each location and included night time measurements. These locations include AT4,5,6 and UT7 which are in close proximity to your property allowing us to have excellent daytime and nighttime baseline noise data for your area.</p> |
| Attended Location                                                                                                                           | dB LAeq,15min | dB LA90, 15min | dB Lden                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |               |                |         |      |    |    |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                                                                                                                             |              |          |                                                                                | <p>As stated in EIAR Chapter 13: Airborne Noise and Vibration, section 13.2.6.1.3, the principles for the management of Airborne Noise &amp; Vibration in the EIAR are based on the BS 5228-1 standard. From these survey results the Construction Noise Threshold (CNT) for daytime and night-time was calculated using this standard for receptors based on existing rounded ambient noise levels. In accordance with this standard, the CNT for all receptors Estuary to Seatown is set at 75 dBA (Days 0700 to 1900) for the Cut &amp; Cover construction, and 55 dBA (Nights 2300 – 0700) for above ground track laying.</p> <p>Before commencing works, Contractors will develop a Construction Noise &amp; Vibration Management Plan. This will involve a detailed investigation of potential noise and vibration impacts associated with each construction compound. The assessment will identify through modelling and calculation, predicted construction noise levels, identification of potential exceedance of Construction Noise Thresholds (CNTs), identification of required noise mitigation measures specific to each work area to minimise noise and vibration impacts so far as is reasonably practicable.</p> <p>As part of the CNVMP a further baseline noise study will be undertaken prior to the commencement of construction works to characterise the prevailing noise environment at impacted noise sensitive locations (NSLs). This information will be used to inform the relevant CNTs. Given the extensive nature of the proposed Project and the number of construction sites and sensitive receptors, the CNT will vary across the project on a site by site and receptor by receptor basis. If the Contractor is unable to reduce the impacts sufficiently, and the residual levels are such that widespread community disturbance or interference with sleep is likely to occur, TII will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) would be appropriate at locations where eligibility for either has been established. Please refer to the TII Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6). Night time baseline noise mesuares have been also concluded and they are provided in Appendic A 13.1 table 7</p> <p>Construction Phase – Airborne Noise and Vibration<br/>Airborne noise impacts will occur along sections of retained cut section during the day time. Tracklaying activities within cut and cover sections will be enclosed with minimal noise emissions at either end of the section opening. This activity will take place typically one-night duration at any one location resulting in a brief to temporary duration of effect.<br/>EIAR Chapter 13 Airborne Noise and Vibration, Table 13.39 summarises the potential significant noise impacts from the construction of the proposed alignment cut and cover and retained sections, which includes receptor 16 for Seatown West. The predicted impact without additional noise mitigation is Significant to Very Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for plant selection, reduction of noise at source and a proposed 4m enhanced construction hoarding at the Seatown West construction boundary. With these mitigations, the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration<br/>EIAR Chapter 14 Groundborne Noise and Vibration, Section 14.4.1.1 indicates that there are not predicted to be any significant impacts for the Seatown West buildings.</p> |

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| Letter Re: NA29N.314724 - Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (MetroLink) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| 7                                                                                                                                           | 2.5 - 2.6    | 3        | <p>2.5 Having regard to the location of our property in proximity to the above ground section of the Metro Scheme, and taking into consideration the proposed operating hours of the Metro (05:30 and 00:30 for 365 days per year ), it is not acceptable to carry out a noise assessment for properties in this location without the appropriate baseline information for the operating hours associated with the development.</p> <p>2.6 Furthermore, it is stated in the EIAR that ‘Due to the nature and duration of the proposed Project, even where all reasonable measures have been taken to reduce noise levels, at some locations residual levels mean widespread community disturbance or interference with sleep is likely to occur. In such circumstances, Til will consider whether the provision of further Noise Insulation (NI) or Temporary Rehousing (TRH) will be appropriate at locations where eligibility for either has been established.’. It is imperative that residents who are likely to be subject to interference with sleep must be identified at this stage of the planning process. It is also submitted that definitive satisfactory mitigation measures to reduce any identified significant impact are set out as this stage. It is unacceptable that such assessment and mitigations measures are detailed after an EIA has been carried out.</p> | <p>EIAR Chapter 13.3.1.3, Baseline Noise Environment AZ1: Northern Sections provides details on the baseline noise surveys undertaken in preparing the EIAR for the Railway Order. Table 13.24 further lists the locations of both: the Unattended (Long term – one week) Noise Surveys, of which UT4 to UT7 are representative of the environment of your property; and supplementary daytime Attended Noise Surveys, of which AT3 to AT6 are representative of the environment of your property, with AT50 closest to your property. The noise survey results from these locations are listed in Table 13.25. The baseline noise surveys results have been used to model the potencial operational noise impact. Please refer to section 13.2.5.2 of the EIAR in relation to noise where the operational hours are referenced including nighttime hours which are Monday to Sunday 05:30 to 00:30.</p> <p>The impact assessment has been carried out as part of the EIAR and can be seen within Chapters 13 &amp; 14. This assessment provides an identification of anyone who is affected with residual noise impacts and are eligible to apply for the noise mitigation policy. This results of this assessment within your area is in Section 13.7.1.1.1 of Chapter 13. As stated within Appendix A14.6 TII Airborne &amp; Groundborne Noise Mitgation Policy, there will be additional assessments carried out following the completion of the detailed design stage and finalisation of the proposed construction methodology. Where the updated predicted airborne noise levels still exceed the trigger values as presented in Appendix A, the owner/occupier of properties in close proximity to the works will be contacted and advised that they are eligible to enter into discussions with TII in respect to further mitigation measures to be put in place. This will be at least 6 months in advance of the commencement of construction works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                                                                              |                 |          | 033                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                                                                                      |                 |          | Caitriona and Ciaran Byrne (Saint Anthony's, Seatown West, Swords, Co. Dublin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                    | Section Ref.    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                      |
| Letter Re: NA29N.314724 - Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (MetroLink) |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                   |
| 8                                                                                                                                           | 2.7             | 4        | 2.7 It is also stated in the EIAR that 'The outline CEMP will encompass a Noise and Vibration Management Plan (CNVMP) which will be formulated for the construction phase and used by all contractors based on the mitigation measures outlined in this chapter, in Chapter 14 (Groundborne Noise & Vibration) and the outline CEMP (Appendix A5.1). The CNVMP will be a live document. This will involve a detailed investigation of potential noise and vibration impacts associated with each construction compound. The assessment will identify through modelling and calculation, predicted construction noise levels, identification of potential exceedance of CNTs, identification of required noise mitigation measures specific to each work area to minimise noise and vibration impacts so far as is reasonably practicable'. It is again unacceptable that such assessments and mitigation measures are proposed to be carried out post-consent. | TII disagree with the statement that assessment and mitigation measure are left post consent. The detail of the assessments and mitigation proposal within the EIAR supporting the Railway Order have been outlined in response number (6) above. |
| 9                                                                                                                                           | Final Paragraph | 4        | <p>Closing Statement</p> <p>We respectfully request that An Bord Pleanála request Further Information from the applicant which would:</p> <p>1. Provide for revised plans and particulars in relation to the Open Space referred to above, ensuring that a safe-by-design approach is taken to avoid anti-social behaviour and to ensure residential amenity is not negatively affected.</p> <p>2. Provide revised noise and vibration surveying and assessment to ensure that all potential significant effects of the Metro Scheme are addressed during the planning process and appropriate mitigation are detailed in the EIAR for any such significant impact, such as interference with sleep, as referred to by the applicant.</p> <p>Yours faithfully,</p> <p>Caitriona and Ciaran Byrne</p>                                                                                                                                                           | See response numbers (1 to 6) above.                                                                                                                                                                                                              |

| Submission No.                                                                                                                               |              |          | 034                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                               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| Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 10 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                               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| 1                                                                                                                                            | Letter       | 1        | <p>Since the original " emerging proposed route "from Swords to Sandyford was first proposed, there have been a large number of factors which have had a modifying effect on the proposed route:</p> <p>1) The original study was done on the basis of Swords to Sandyford : there has been no major study done on the proposed terminal at Charlemont. For something so vital to the success of Metrolink : in my view, this is a very serious omission.</p> | <p>TII would disagree with your assertion that "there has been no major study done on the proposed terminal at Charlemont". TII have undertaken considerable analysis, as set out by EIAR Chapter 7, Consideration of Alternatives, section 7.7.8 and Appendix A7.9 that concluded Charlemont was a better interchange than St Stephen's Green for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilization of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                                                                               |              |          | 034                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
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| 2                                                                                                                                            | Letter       | 1        | <p>2) Since the initial proposals have been published, there has very substantial increase in proposed housing developments to the west of Dublin including the proposed “ City Edge” development which is for circa 40,000 units. In order to keep costs down, these units are proposed to have NO underground car parks and they state:</p> <p>“ while the area is served by the Red Luas line, buses and a rail station at Park West, growing the area will require the development of the Lucan Luas line which is included in the Greater Dublin Transport Strategy as well as a new rail station at Kylemore. A new Luas stop on Naas Road and potentially a new Luas line to Kimmage. “ ( source : Irish Times report 17 August 2022)</p> <p>It is inconceivable that this new development will not be linked into the new Metro.</p> | <p>As set out by EIAR Chapter 4, Description of the MetroLink Project, the overall project objective for the proposed Project, as established by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), and as informed by policy context, MetroLink is to 'provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. (National Development Plan 2021-2030, Box 9.1). The geographic areas described by the observation do not fall within the scope of the MetroLink Project. TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028. The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act).</p> <p>Your concern regarding increase of housing developments to the west of Dublin is noted. Additionally, extending the existing Luas network is under the NTA's remit and consideration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 3                                                                                                                                            | Letter       | 2        | <p>3) The original proposal was to utilize part of the Luas Green line in order to build the new Metro line: that the green line would terminate at Charlemont. It would appear that the population on the south side would not merit putting the Metro underground and therefore that the principle used would be to have 5km of cut and cover or retained sections. While this proposal appears to be in abeyance, the idea of cutting off these communities by having a track bisecting area which have had orbital roads for many hundreds of years is most reprehensible: in every draft development plan, the “15 minute “city is touted: to cut off areas in this way does NOT give this 15 minute framework to communities.</p>                                                                                                      | <p>Response (1) details the policy justification for the proposed MetroLink terminus at Charlemont, as approved by the Minister for Transport and in particular notes that the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area. The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy, section 12.3.10, "The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative proposal which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042. As such, the upgrading of the Green Line to metro standard is not being pursued as part of this strategy. Instead, for this strategy period, the capacity and frequency on the current Green Line from Sandyford northwards to the city centre will be incrementally increased through the provision of additional tram fleet and services and associated turnback arrangements to meet forecast passenger demand."</p> <p>Further information on the challenges associated with connecting to the existing Luas Green Line can be found in the TII published report: "Constructability Report - Green Line Closure, April 2019, ref <a href="https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf">https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf</a>". This showed that construction works to connect the metro from Charlemont to the Green Line would incur line closures over a period of up to 3-4 years, depending on construction methodology.</p> <p>For this reason it has been necessary to determine the most appropriate interchange and termination location for MetroLink. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' This is also reflected by EIAR Chapter 7, section 7.7.8 MetroLink Southern Terminus Location that explains the rationale for selecting Charlemont as the optimum location for interchange with the Green Line.</p> <p>As noted by the GDA Strategy the selection of Charlemont does not preclude any future connections to the west or south of the city.</p> |  |
| 4                                                                                                                                            | Letter       | 2        | <p>4) The Luas is an incredibly successful piece of infrastructure - but there is another factor not spoken of: in Sandyford, there are several “Park and Ride” car parks which are almost always full: it is presumed that these people drive from another area (west Dublin?) in order to take the Luas. There is then a huge exodus from the Luas each morning at Charlemont with people streaming down along the canal bank – presumably to Grand Canal basin area: it would seem that these people enjoy this walk - and in most European cities, these walking routes are actively encouraged: why would anyone think that to modify the Luas by cutting it off at Charlemont makes any sense?</p>                                                                                                                                     | <p>There are no proposals "modify the Luas by cutting it off at Charlemont". With regards to how MetroLink interfaces with the Luas Green Line please refer to responses (1) and (3) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |



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| Organization Name or Name of Submitter                                                                                                       |              |          | Caitriona Shaffrey (18 Dartmouth Square, Ranelagh)                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 10 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 5                                                                                                                                            | Letter       | 2        | 5) If the Metro were to be terminated at St Stephens Green, it would surely give the most potential to link in with these major new developments to the west of the city as well as other potential new sites (the barracks at Rathmines) and the proposed Player Wills housing (287 units) which is not connected or proposed to connect to any Luas or metro?                                                           | Please refer to response (1) above that explains the policy justification, as approved by the Minister for Transport for locating the southern interchange at Charlemont rather than St Stephen's Green.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 6                                                                                                                                            | Letter       | 2        | 6) If O'Connell Street and St Stephens Green were to be the central terminus points, it would have an impact on these areas. With future new plans for rejuvenation in this area (proposed refurbishment of the St Stephens Green shopping centre) it surely makes way more sense to locate a major terminus/hub at this point to help improve the further diversification of use.                                        | As noted by response (1) above, by extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 7                                                                                                                                            | Letter       | 3        | 7) It is noted that the proposed Metrolink is capable of carrying 20,000 people per hour IN EACH DIRECTION: if the Metrolink terminates at Charlemont, there is a very narrow warren of streets around it and the barrier of the canal with narrow footpaths which makes dissipation of large throngs problematic : if the terminus were at St Stephen's Green, there are many possible options - Luas, buses, taxis etc. | <p>The rationale for locating the southern MetroLink interchange at Charlemont rather than St Stephen's Green is explained by response (1) above.</p> <p>With particular regards to the pedestrian comfort in the vicinity of the proposed Charlemont Station. A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalized junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> |  |

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| Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 10 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 8                                                                                                                                            | Development  | 3        | 8) The draft development plan appears to be a well-balanced plan which seeks to create thriving communities all around the city, each with their own characteristics: this proposal which seeks to drop a major hub into a residential area without developing the ancillary facilities such as cafes, shops and public open space. It is not clear how the boundary with the former Carroll's building will be handled - whether it will be secured at evening times which would segregate the area further . | <p>The draft development plan falls outside of the scope of the MetroLink Project and the remit of TII. The proposed MetroLink Station at Charlemont has been integrated with the public realm, however the wider development of the area is a matter for Dublin City Council.</p> <p>As set out by EIAR Chapter 4, Description of the MetroLink Project, section 4.17.12.2 "The Charlemont station is an underground cut and cover station with two public access points, located beside and integrated with an adjacent development (currently under construction). It has surface connectivity to the Luas Green Line along Grand Parade and has two entrance/exits from the station, one onto Grand Parade and one onto Dartmouth Road. The Grand Parade exit provides connectivity to the Luas stop with additional path width provided between the two modes of transport. The site is also characterized by the presence of the Carroll's Building, which is an office building completed in 1964 and listed on the DCC Record of Protected Structures. A landscape avenue of trees and low-level planting segregates pedestrians from the road, creating a safer environment for pedestrian movement in this area. The path widths and circulation routes are improved between the entrance and a Luas stairs and access lift on the western side of the Charlemont Luas stop. The second exit/entrance onto Dartmouth Road has a public plaza integrating seating, raised planters, large mature trees and cycle parking. The station box itself sits adjacent to an office development that is within private ownership. The landscape design within this area is coordinated with the development currently under construction and integrated with the infrastructural 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. Parking spaces and cycle parking are also provided here, as well as ramp access to private parking and office basement." (Chapter 4, section 4.17.12.2).</p> <p>The securing of the Carrolls Building is a matter for the owners of the property, however TII can confirm that any securing of the Carrolls property will not limit access to the MetroLink Station. Access will be maintained to both entrances of the Station, including via the access linking Dartmouth Road to Grand Parade.</p> |

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| 1                                                                                                                        | Letter       | 1        | When Dublin City Council and subsequently An Bord Pleanála gave permission for the construction of the Hines Development located between Dartmouth Road and Grand Parade they acted "ultra-Vires" and exceeded their powers. They essentially attempted to predetermine the route of the Metro and the location of the station box when they granted permission for the construction of the roof of a station. | <p>The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required. As such it was consistent with proper planning and sustainable development at this location.</p> <p>The MetroLink enabling works at Charlemont did not predetermine the route for MetroLink. The location for the MetroLink station at Charlemont was determined as part of the Greenline Tie In Study and at the route option selection stage.</p> <p>It is also important to recognise that the proposed station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> |

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| 2                                                                                                                        | Letter       | 1        | I am not opposed in principle to the construction of a Metrolink however I believe that creating a Terminus at Charlemont is a mistake. The line should terminate at St Stephen's Green which would form a hub - as is the case in other main cities. | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

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Estuary to Charlemont) via Dublin Airport Order 2022, 22 December 2022 |              |          |                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| 3                                                                                                                        | Letter       | 1        | No study has been completed by NTA/TII as part of the entire Metrolink project on the optimal for a city centre terminus. | <p>TII and NTA have carefully considered the options for an interchange with the Luas Green Line as noted by response (2) above, and further expanded on below. Please refer to response item (2) in relation to policy requirements and Charlemont terminus.</p> <p>A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West and St. Stephen's Green East. St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase. As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus . The environmental effect of the MetroLink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage.</p> <p>If the scheme were to terminate at St Stephen's Green, it would be important to determine where the next station south of St Stephen's Green would be located for a future extension as required in the Draft Transport Strategy for Greater Dublin Area (2022-2042). With single bore tunnel configuration, the maximum distance between stations is 1,000m. If the distance between stations extends beyond 1,000m there is a need for an intervention shaft or separate escape tunnel. Selecting a different station location other than Charlemont within a 1,000m arch south of St Stephen's Green Station will be challenging given the limited space available for a station within this area and it is reasonable to assume that the Station may be located outside the 1km arch, thus requiring the construction of an intervention shaft similar to that currently proposed at Albert College Park between St Stephen's Green and the proposed station location.</p> <p>If a decision was taken to terminate MetroLink at St Stephen's Green, significant changes would be required to the scheme. These would include design changes at St Stephen's Green Station and provision of alternative turnback facilities immediately south of the station.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |  |

| Submission No.                                                                                                           |              |          | 035                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Reference Number:NA29N.314724 Railway (Metrolink. Estuary to Charlemont) via Dublin Airport Order 2022, 22 December 2022 |              |          |                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                                                                                                                        | Letter       | 1        | Continuing the line from St Stephen's Green to Charlemont, at a proposed cost of €650m is an outrageous cost to duplicate the existing infrastructure. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 5                                                                                                                        | Letter       | 1        | The Environmental Impact Study is inadequate and further studies are essential.                                                                        | <p>TII do not agree that the Environmental Impact Assessment is inadequate. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



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| Submission No.                         |              |          | 036                                                                                                                   |                                                                                                                                                                                                                         |
| Organisation Name or Name of Submitter |              |          | Caroline Eyre O Connor (8 Dartmouth Square)                                                                           |                                                                                                                                                                                                                         |
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| Item No.                               | Section Ref. | Page No. | Observation Statement                                                                                                 | TII Response                                                                                                                                                                                                            |
| NA29N.314724                           |              |          |                                                                                                                       |                                                                                                                                                                                                                         |
| 1                                      | Letter       | 1        | I wish to emphasis to An Bord Plaineala that I strongly support the Submission by Dartmouth Square West in this case. | Thank you for taking the time to respond to the MetroLink Railway Order application. For your information we have responded to the Charlemont and Dartmouth Residents Group (Dartmouth Square West). Submission No. 41. |

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| Submission No.                                                                                                             |                     |          | 037                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Organisation Name or Name of Submitter                                                                                     |                     |          | Caroline Regan and family (26 Dartmouth Road)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                                                   | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Observation Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) order 2022 Case Reference Number NA29N.314724 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                                                                                                                          | Letter Introduction | 1        | <p>1. I reside at 26 Dartmouth Road, in Ranelagh, with my young children and partner. Our home is directly beside the old tram bridge where the NTA and TII propose to situate the MetroLink terminus. Our family supports the objective of Metrolink project, but we raise several concerns about the proposal that its southern terminus should be at Charlemont.</p> <p>2. We endorse the submission by our residential community “Dartmouth Road Submission” of 13 January 2023. In addition, we set out further observations.</p> | <p>Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project. We have reviewed your submission and responded to the observations made below. We have also similarly responded to all other submissions received.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                                                                                                                          | A. Health Issues    | 1        | <p>3. The MetroLink Environmental Impact Assessment Report (EIAR) estimates “significant” and “very significant” noise and vibration impacts on our home and family, including “disturbance of sleep”,<sup>1</sup> for at least 102 months (eight years), according to NTA and TII<sup>2</sup></p> <p>4. “Significant impact” is equated in places in the EIAR to “very high impact”<sup>3</sup></p>                                                                                                                                   | <p>Please refer to responses (3) and (4) below which summarise the assessed noise and vibration impacts noting that with the exception of TBM groundborne noise which will only be experienced for around 2 weeks. The 102 months (eight years) period is the total construction duration for the works rather than the duration of the impacts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                                                                                                                          | A. Health           | 1        | <p>5. The EIAR estimates that “station piling works” and “south station works below slab” will cause up to “very significant” noise and vibration in our home from 7am every day, including weekends.<sup>4</sup> “Finishing &amp; fit out” and “Advance enabling utility and site preparation” are estimated to cause up to significant impact, too.<sup>5</sup></p>                                                                                                                                                                  | <p>Chapter 13 Airborne Noise and Vibration includes an assessment of airborne noise and vibration from the construction of the project. The potential significant airborne noise impacts from the construction of nearby Charlemont Station is presented in Table 13.68 where a 'Significant' to 'Very Significant' magnitude of impact is predicted at this location prior to the implementation of noise mitigation measures.</p> <p>Noise mitigation, as summarised in section 13.6.1 of the EIAR, includes for boundary hoarding around the station working area, comprising 7m high hoarding at the north boundary, and 4m at the remaining boundaries. In addition, the above ground support works for below sprayed concrete tunnelling works will be enclosed within an acoustically clad steel framed building to control noise breakout to surrounding receptors. With these mitigation measures in place, the magnitude of impact at 26 Dartmouth Road is reduced to "Slight to Moderate" during piling works and excavation below slab, and "Not Significant" during enabling works and finishing and fit-out works as indicated on pages 23-28 of EIAR Appendix 13.7 Construction Phase Modelling.</p> |

| Submission No.                                                                                                             |              |          | 037                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                                                                                     |              |          | Caroline Regan and family (26 Dartmouth Road)                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                   | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Observation Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) order 2022 Case Reference Number NA29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                                                                                                                          | A. Health    | 1        | 6. The EIAR also anticipates that works will surpass the threshold level in our home during i) the movement of the tunnel boring machine, ii) mechanical excavation, and iii) blasting. <sup>6</sup> The first two will occur 24 hours a day. <sup>7</sup> Underground activities are anticipated to occur 24/7 and heavy concrete delivery will be at night. <sup>8</sup> | <p>The Proposed Working Hours are outlined in EIAR Chapter 5, MetroLink Construction Phase, section 5.2.4. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for work above ground outside standard working hours for exceptional events such as concrete pours, and abnormal deliveries. In the exceptional event these are necessary, the contractor will engage with the local community and local authority before such works are undertaken.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for 24/7 working on activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers).</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> <p>The predicted level of groundborne noise during TBM Passage is 47dB, above the Threshold Level of 45 dB indicating a potential significant impact to occupants for the limited duration of TBM passage, which is estimated to be 2-weeks. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>Therefore with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing. All other activities are not predicted to cause significant impact. (please also refer to response (3) above regards airborne noise)</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> |

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| Organisation Name or Name of Submitter                                                                                     |              |          | Caroline Regan and family (26 Dartmouth Road)                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                                                                                                                            |              |          | Response (4) continued.                                                                                                                                                                        | <p>Other Noise and Vibration</p> <p>EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, 14.4 Section AZ4 Northwood to Charlemont, presents the predicted day and night groundborne noise and vibration levels for the construction and operational phases. The results for 26 Dartmouth Road are summarised below.</p> <p>(Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs)</p> <ul style="list-style-type: none"><li>• The predicted day and night levels of groundborne vibration during TBM Passage are 0.226ms-1.75 (VDV day) and 0.190ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels of 1ms-1.75 (VDV day) and 0.5ms-1.75 (VDV night), meaning that no significant impact is expected on the property or occupants as a result of vibration during TBM passage.</li><li>• The predicted day and night levels of groundborne vibration during Mechanical Excavation are 0.003ms-1.75 (VDV day) and 0.002ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels of 0.8ms-1.75 (VDV day) and 0.4ms-1.75 (VDV night), meaning that no significant impact is expected to the property or occupants during mechanical excavation.</li><li>• The predicted levels of groundborne vibration during blasting activities is 7mm/s (PPV - peak particle velocity) and air overpressure 110.9 (AOpdB). Both of these values are lower than the Threshold Levels of 8mm/s PPV and 125 AOpdB meaning that no significant impact is predicted to the property during Blasting.</li><li>• The predicted level of groundborne noise during mechanical excavation is 39 dB, below the Threshold Level of 40 dB, meaning that no significant impact is expected on the building occupants from groundborne noise during mechanical excavation.</li></ul> <p>Construction Traffic Noise</p> <p>Construction traffic noise impact is assessed and presented in Chapter 13, Section 13.5.2.6.9 AZ4: Construction Traffic. This shows that construction traffic noise impacts are neutral to not significant based on the peak construction month in 2028. As noted above, the construction traffic volumes used in the assessment are based on the reasonable worst case peak scenario which reflects a 'worst case month' under which the construction of multiple work sections are taking place concurrently as part of the proposed Project in AZ3 and AZ4.</p> <p>A further sensitivity assessment was undertaken for each of the main site compounds in AZ4 during the AM peak period using data for the most impacted traffic road section during this period as advised by the traffic team. During the assessed AM peak hour for each construction site compound within AZ4, the highest change in noise levels are all below 3dB resulting in a negligible to minor change in traffic noise level along the local roads.</p> <p>The calculated noise level along the road edge, whilst categorised as medium to high will not be altered to any perceptible level as a result of construction traffic flows and hence the overall impact is not significant.</p> |
| 5                                                                                                                          | A. Health    | 1        | 7. The Construction Sequence Report also notes that Stage 2 of the three stage project will make the front of our house the “lorry holding area” for the heavy vehicles involved in the works. | <p>The lorry holding area referred to is an area that will be temporarily closed off with traffic management during mainly off peak periods as and when required to off load major items of plant and equipment. It is not a permanent holding area and will only be used by exception for the reasons noted. Safe access to the footpath will be maintained for pedestrians.</p> <p>Appendix A5.1 Outline CEMP details the proposed mitigation and monitoring measures that the contractor(s) will be required to adhere to during the construction phase. As detailed, there will be strict controls and regulations at the site entrances/exits for construction vehicles in order to ensure the safety of other road users and pedestrians. This is standard practice for all construction site accesses and egresses.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 6                                                                                                                          | A. Health    | 2        | 8. The NTA/TII's proposed mitigation measures include “potential temporary relocation”. It is not explained what this means, nor what the duration or our family's displacement from our home may be. It is not clear whether there is provision for retrofitting our home with sound insulation. | As noted by responses (3) and (4) above, including allowing for any necessary mitigation measures, noise and vibration levels at 26 Dartmouth Road will not be significant with the exception of TBM groundborne noise for a short temporary duration of approximately 2 weeks. Therefore it is considered relocation will not be necessary. Following mitigation measures the airborne construction noise levels at 26 Dartmouth Road will be below the threshold value of 70 dB and as such mitigation in the form of noise insulation to the windows of this property will not be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7                                                                                                                          | A. Health    | 2        | 9. We could not find any reference to effective measures to limit airborne dust and dirt from the construction site in the Railway Order.                                                                                                                                                         | <p>Please refer to EIAR Chapter 16 Air Quality, section 16.6.1 which outlines the construction phase mitigation measures required for the proposed project. This section also refers to a dust mitigation plan which can be reviewed in Appendix A14.6. The Construction Environmental Management (appendix A15.1) also provides an overview of all construction phase mitigation measures including those required for the management of dust.</p> <p>It is of note that dust tends to be quite large in size in relative terms (greater than 30 microns in diameter) and falls to the ground relatively quickly. This gives the potential for soiling of cars or windows in the vicinity, but from a human health perspective would not be deemed to have a significant adverse health impact as the dust does not stay airborne and is not inhaled. Fugitive emissions of dust from the site are not predicted to be significant and to pose no nuisance to human health. Further details of how construction generated dust will be managed is summarised below.</p> <p>Dust / Air Quality Construction Phase</p> <p>EIAR Chapter 16, Air Quality, section 16.6 Mitigation Measures. The potential risk from dust emissions has been reviewed for the most important activities and each of the construction areas. Before commencing relevant works, an Air Quality Management Plan will be prepared and submitted for approval to the planning authority. The plan will take account of all relevant dust and emissions applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the contractor and for each worksite shall include:</p> <ul style="list-style-type: none"><li>- An inventory and timetable of activities which may give rise to emissions or dust;</li><li>- Alert levels;</li><li>- Alert system to be used (including notification process);</li><li>- Details of control measures;</li><li>- Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li><li>- Details of the air quality reporting requirements.</li></ul> <p>In order to ensure that no dust nuisance occurs, a series of measures will be implemented, as detailed in Appendix A16.4. In summary, the measures will include:</p> <ul style="list-style-type: none"><li>- Material handling systems and site stockpiling of materials designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>- Any blasting will be completed by specialised contractors with a specific blasting dust management plan; and</li><li>- Hoarding will be provided around the construction compounds.</li></ul> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations. Consistent implementation of good dust minimisation practices will ensure that the impact from construction dust is Long-Term, Localised, Reversible and not significant when considered with respect to the Environmental Protection Agency (EPA) description of effects (EPA 2022).</p> |

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| 8                                                                                                                          | A. Health            | 2        | 10. I am diagnosed with and suffer from Chronic Daily Migraine. My husband has Long Covid. We have two young children. The estimated impacts set out in the EIAR will have life changing consequences for our health, and presumably or others who live near us, too.                                                                                                                                                                                                                                                                                                         | With the exception of TBM groundborne noise for a short temporary duration of approximately 2 weeks, with the appropriate mitigation measures in place, no other significant impacts are predicted. However TII appreciate that there are circumstances where further consideration may be required. As outlined in EIAR Appendix A14.6 Section 3.4, in circumstances where temporary disturbance or nuisance occurs for certain sensitive individuals (e.g., for medical reasons or work patterns/night working), during the construction phase of the proposed project alternative interventions may also be available. In these circumstances arrangements will be agreed locally, at the relevant time, with TII when an assessment of impact will be undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 9                                                                                                                          | A. Health            | 2        | 11. McCabe Durney Barnes, independent experts contracted by our local community of residents, examined the EIAR and concluded that it is inadequate. (See our community submission for detail). I am therefore concerned that the EIAR may underestimate of the impact to our home and family.                                                                                                                                                                                                                                                                                | TII do not agree that the Environmental Impact Assessment is inadequate. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise & Vibration, and 14 Groundborne Noise & Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 10                                                                                                                         | B. Structural impact | 2        | 12. The eastern wall of our house is directly at the edge of the proposed terminus' large underground cavity. We draw to your attention the independent expert view from McCabe Durney Barnes, that “it is evident that a very limited assessment of settlement and subsidence has been carried out” in the EIAR. This is of utmost concern.<br><br>13. It is essential that our house is surveyed in detail to determine whether it is at high risk, and to measure settlement and other impacts, before construction. Our home is a protected structure (RPS ref no. 2138). | <p>Your property is separated from the station box excavation by the Green Line structures but is in close proximity to the works - circa 10m.</p> <p>The approach taken by TII for assessing the impact of construction generated ground movements reflects the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2.</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement and includes for the impact on 26 Dartmouth Road which crosses the 10mm settlement contour. EIAR Appendix 5.17 refers. The Phase 2 assessment of the ground movement impact to this building is "slight" (an explanation for which can be found in Table 4-4), please refer building B151 (34 Dartmouth Road) in table 5-2 of that appendix. Please note that the assessed building is closer to the excavation than your property and therefore subject to greater settlement impacts.</p> <p>Your property has been designated as “special”, and hence a further Stage 3 refined assessment, despite the impact only being assessed as 'slight', will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Monitoring instrumentation will also be installed in the area to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also draw attention to the fact that private properties within 50m of the station excavation, or 30m of the tunnel are eligible to subscribe to the Property Owners Protection Scheme (POPs) which includes for pre and post-construction condition surveys and repair of damage up to a value of €45,000. Details of the mitigation measures proposed for property owners can be found in Chapter 11 (Population and Land Use), section 11.6.1.</p> |



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| 11                                                                                                                         | C. Traffic   | 2        | 14. We emphasise the community submission “Dartmouth Road Submission” comments regarding the closure of Dartmouth Road throughout the enabling works, and the need to provide for resident access and parking both during construction and after the terminus enters operation. | <p>The closure of Dartmouth Road will take place in two stages, the total duration of which is 4 years, noting the first closure of 18 months will be partial .</p> <p>1. Partial closure of Dartmouth Road to enable utilities to be diverted. Subject to Statutory Undertaker approvals (ESB, Eircom etc.) this process is estimated to take up to 18 months, while access is maintained along Dartmouth Road via a proposed single lane closure.</p> <p>2. Full closure. Once the utilities have been diverted, the road is then shut to through traffic (pedestrian access is maintained) and is estimated to take up to 30 months to complete the piling, and roof slab of the station. The utilities and road will then be reinstated and the road reopened.</p> <p>Diversions will be put in place for local access, including deliveries, emergency services, bin collection, and pedestrian access maintained to all properties. The impacts on parking will be monitored during construction to reinstate any disrupted areas as soon as practicable. On completion of construction and reopening of Dartmouth Road, parking will be reinstated.</p> <p>During the closure of Dartmouth Road, approximately 30 on street parking spaces will be lost during the main works, however there will be no impact to on-street loading bays. EIAR Chapter 5, MetroLink Construction Phase specifies the 5 residential properties that will be impacted during the works. The closure will be monitored to determine if it is required at all points, or if the spaces can be temporarily reinstated temporarily throughout the works. Once the construction works are complete and Charlemont Station is operational, the remaining on-street spaces will be fully reinstated.</p> <p>As outlined in Appendix A5.1 Outline Construction Environmental Management Plan, the contractor(s) will be required to maintain emergency access routes throughout the construction phase. These will be developed in consultation with the emergency services and documented as part of the detailed CEMP(s). All required diversions will be appropriately signed, and a comprehensive publicity and information campaign will take place prior to the Commencement of works to minimise the severity of the impact.</p> |

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| Observation Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) order 2022 Case Reference Number NA29N.314724 |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| 12                                                                                                                         | D. Dublin City's needs | 2        | <p>15. There is a broader concern beyond the impacts listed above: The terminus for Dublin's MetroLink should be in the city centre, and should be located to allow interoperation or connection to other transport systems in the future. The NTA/TII have not undertaken a study that fully considers this. Instead they have only studied a limited scenario in which a terminus would be located at the East side of St. Stephen's Green. They have not properly studied St. Stephen's Green as a location.</p> <p>16. This must be corrected. Positioning MetroLink's terminus at St. Stephen's Green's (non-East) side would create a natural hub location to which other transport can be joined in the future. In contrast, placing MetroLink's terminus at Charlemont forecloses the possibility of integrating with the City's other transport systems. The strategic benefit to the City from locating the terminus at St. Stephen's Green is likely to be profound and must be examined.</p> | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or other transport systems, or that it impacts future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022 - 2028.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area. The Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> |

| Submission No.                                                                                                             |              |          | 037                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                                     |              |          | Caroline Regan and family (26 Dartmouth Road) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Observation Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) order 2022 Case Reference Number NA29N.314724 |              |          |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                            |              |          | Response (12) continued.                      | <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>It is not correct to say that "The NTA/TII have not undertaken a study that fully considers this. Instead they have only studied a limited scenario in which a terminus would be located at the East side of St. Stephen's Green. They have not properly studied St. Stephen's Green as a location." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West.</p> <p>St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> |

| Submission No.                                                                                                             |                        |          | 037                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Organisation Name or Name of Submitter                                                                                     |                        |          | Caroline Regan and family (26 Dartmouth Road)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Item No.                                                                                                                   | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Observation Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) order 2022 Case Reference Number NA29N.314724 |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
|                                                                                                                            |                        |          | Response (12) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus . The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. The fact that the Charlemont Station is now being referred to and considered as a “terminus station” rather than an interchange station, does not increase the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise. vibration and other environmental effects.</p> <p>If the scheme were to terminate at St Stephen’s Green, it would be important to determine where the next station south of St Stephen’s Green would be located for a future extension as required in the Draft Transport Strategy for Greater Dublin Area (2022-2042). With single bore tunnel configuration, the maximum distance between stations is 1,000m. If the distance between stations extends beyond 1,000m there is a need for an intervention shaft or separate escape tunnel. Selecting a different station location other than Charlemont within a 1,000m arch south of St Stephen’s Green Station will be challenging given the limited space available for a station within this area and it is reasonable to assume that the Station may be located outside the 1km arch, thus requiring the construction of an intervention shaft similar to that currently proposed at Albert College Park between St Stephen’s Green and the proposed station location.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |  |
| 13                                                                                                                         | D. Dublin City's needs | 3        | 17. The construction of the large underground “station box” at Charlemont has already been substantially completed by Hines, a private development company, before the Railway Order was drafted. NTA and TII describe “Stage 1” of the development of Charlemont as “the Hines Development”. <sup>12</sup> That first stage of construction was unlawful. At least three difficulties arise: i) the construction was outside of the context of a Railway Order; was ii) undertaken without planning permission; and iii) without an environmental impact assessment. As a result, constructing MetroLink’s terminus at Charlemont would therefore expose the entire MetroLink project to acute legal hazard. | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 14                                                                                                                         | Request                | 3        | 18. Therefore, we request An Bord Pleanala order the following amendments:<br><br>i. Omit the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel from the Railway Order; and<br><br>ii. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green that enables a terminal hub station that can integrate with the Luas Green Line, bus routes and future DART underground.                                                                                                                                                                                                                    | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |

| Submission No.                                                                                                                                                                   |                        |          | 039                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                          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| Organisation Name or Name of Submitter                                                                                                                                           |                        |          | Catherine Foley and Keith Madden (residents - 10 Saint Teresa Place, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          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| Letter Re: Observation Regarding Case reference: NA29N.314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink) |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                          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| 1                                                                                                                                                                                | Structural Damage Risk | 1        | We are greatly concerned about the potential for structural damage to our home, given the fact that the building has no foundations, is c. 117 years old, and is less than 30m to the nearest tunnel. Fellow residents of the Prospect Square / De Courcy Square (ACA) have been engaging with the Independent Expert provided by TII, and the expert expressed concerns that not enough work has been done by TII to demonstrate that the tunneling will not cause structural damage to homes in the ACA, particularly as the type of boulder clay in the area may be particularly problematic for this type of project. More information on this is provided in the objection lodged on behalf of Prospect Square / De Courcy Square and Environs Architectural Conservation Area. | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below.</p> <p>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 show that property Ref B - 141, as one of the representative properties selected similar to your property, has been assessed as falling within the '<i>Negligible</i>' category. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category. Therefore, based on the current design no further settlement assessments are required at your property.</p> <p>The assessment of the buildings from Prospect ACA is presented in Table 5-2: Result of Phase 2a Building Damage Assessment – Representative Buildings from the EIAR Appendix 5.17 include building numbers B-119, B-120, B-139, B140, B122, B141 and B123. None of these buildings exceed the '<i>slight</i>' damage category. This category indicates that any damage will be limited to non structural impacts potentially requiring cracks to be repaired.</p> <p>As presented in the EIAR Appendix A5.17, ground conditions are a part of the calculation for settlement with different local conditions presented in Table 5-1: Details of Ground Conditions, VL and K Values by Chainage. The mixed face ground conditions as referenced are therefore taken into account. Furthermore, the Phase 2a assessment is moderately conservative and over estimates impacts. The onset of settlement is closely related to the timing of the passage of the TBM and settlement is not anticipated to continue beyond construction. TII will monitor the area until settlement is shown to have ceased and hence all impacts will be picked up. The approach adopted follows the industry standard for the assessment of ground movements, please refer to EIAR appendix 5.17.</p> <p>Regarding the noise and vibration from TBM Passage, as presented in the EIAR Chapter 14 (Groundborne Noise and Vibration), none of the construction activities proposed for MetroLink will have potential to meet the thresholds levels of vibration for buildings damage in this area. The only noise and vibration impact from TBM Passage will be on the residents of Prospect ACA, the levels for each building are detailed in the EIAR Appendix 14.5. For some of the buildings located above or in close proximity of the tunnel, the noise level from TBM Passage will be above the 45 dB threshold level, resulting a significant impact on the residents for the limited duration during TBM passage. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source, but noting that the duration of this impact will be in the order of up to two weeks as the TBM passes. TII will liaise with the residents to ensure the timing of these impacts are known.</p> <p>TII want to reaffirm that the local geological conditions were considered during the settlement assessment. Refer to appendix 5.17 and EIAR Chapter 20 Soils and Geology.</p> <p>As your property is within 30m of the tunnel alignment, the Property Owner Protection Scheme (POPS) committed to by TII will apply to your property and will be in place prior to construction works commencing. The scheme allows residential property owners to register with TII if the property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at:<br/><a href="https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf">https://www.metrolink.ie/assets/downloads/MetroLink_FAQ.pdf</a></p> |  |

| Submission No.                                                                                                                                                                   |                                                                                                              |          | 039                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                                                                                                                           |                                                                                                              |          | Catherine Foley and Keith Madden (residents - 10 Saint Teresa Place, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                                                         | Section Ref.                                                                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Letter Re: Observation Regarding Case reference: NA29N.314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink) |                                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                                                                                                                                                                                | Structural Damage Risk                                                                                       | 2        | Significantly more work is required to ensure our home and others in the ACA will not experience structural damage, due to risks of vibration, impact of drilling on the water table, blasting at Glasnevin station, and potential settlement and subsidence. Detailed evaluations of the ACA (with a focus on the age and types of foundationless structures, the waterways beneath the ACA and the boulder clay beneath us) should be undertaken before the Railway Order is approved and in close consultation with residents.                                                                                                                                                                                                                                    | <p>Please refer to response item (1) above in relation to the predicted levels of ground movements and vibrations at your property and those of Prospect ACA. The tunnel methods planned to be employed will negate impacts on the water table due to the passage of the TBM.</p> <p>As presented in the EIAR Appendix A 5.17 Building Damage Report, Phase 1 of the assessment has identified the buildings that could be potentially impacted by the project. It involves the calculation of the greenfield settlement contours using ground model parameters derived from published case history data and ground investigation work undertaken, and the identification of buildings, which were further assessed in Phase 2a, that are:</p> <p>a) enclosed within the 10mm contour or with a ground settlement slope &gt; 1 in 500, and</p> <p>b) enclosed within the 1mm contour and subject to 'special' considerations. E.g., Designated Protected Structures, or prominent or sensitive buildings.</p> <p>The assessment considered the local geological conditions and the settlement effects due to dewatering.</p> <p>Suitable and sufficient assessment has been undertaken to date with details included within Appendix 5.17 including the overall process though detailed design to ensure that the stated impacts are not exceeded.</p> <p>Regarding blasting impact, as presented in the EIAR Chapter 14 and Figure 14.4 Blasting Contours of PPV, no blasting activities will take place at Glasnevin Station and as a result no impact on the buildings will arise as a result of this.</p> <p>The calculated vibration levels from Mechanical Excavation and TBM Passage are below the threshold for structural damage for any building type - please refer to Chapter 14 Groundborne Noise and Vibration.</p> |
| 3                                                                                                                                                                                | Lack of Engagement                                                                                           | 2        | There has been a distinct lack of engagement from TII with potentially affected homeowners and the ACA in general. Despite the fact that our home is within 28m of the tunnel, and therefore within the radius that is of enough concern for structural issues to qualify for surveys under the Metrolink POPS programme, we have received no direct engagement from TII on the matter. The only reason we even found out our home was that close to the tunnel was reaching out to TII repeatedly. We were told our home was not close enough to qualify for POPS in 2021 , and only by chasing the matter up again recently were we finally advised that the tunnel is close enough that we qualify for POPS, with no further information supplied.                | Please refer to response item (1) above in relation to you eligibility for POPS, and the predicted impacts to your property.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                                                                                                                                                                                | Only Vague Information Provided on Structural Damage Risks and Mitigation Measures to Foundation-less Houses | 2        | <p>There has been only vague information provided about structural concerns for period houses without foundations. No evidence/ studies of other such tunnelling projects where there was no damage to structures of the same age/ condition has been included in the Railway Order application. Applicable mitigation measures are not outlined in any detail.</p> <p>No consideration is referenced in the Railway Order application to the additional implications of period structures in relation to either the higher risk to structural concerns due to the lack of foundations, or the the higher cost of repair to such buildings to the conservation standards expected in an ACA (tradition lime plasters/ mortars/ brick repair/ underpinning etc.).</p> | <p>Please refer to response items (1 and 2) above related to the assessed impacts of construction generated ground movements and settlement on property.</p> <p>In Appendix A5.17 Building Damage Report, the industry standard three-phased ground movement impact assessment that has been undertaken on tunnelling and underground projects around the world, including the Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2, and has been applied to the MetroLink Project.</p> <p>It is wholly incorrect to state that the period nature of these buildings and the shallow foundations have not been taken into account - these are embedded in the assessment undertaken. With regard to the cost of repair please refer to the POPs scheme identified above. If any repairs are required they will be to the appropriate conservation standards.</p> <p>Furthermore, EIAR Chapter 26 (Architectural Heritage) describes and assesses the likely direct and indirect significant effects of the proposed Project on Architectural Heritage including Prospect Square/De Courcy Square and Environs ACAs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



| Submission No.                                                                                                                                                                   |                                                                                                     |          | 039                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                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| 5                                                                                                                                                                                | Lack of Consideration given to the tunnel's proximity to the Prospect Square / De Courcy Square ACA | 2        | <p>Despite noting ACA's as being of a "High" Evaluation Level/Sensitivity in the Environmental Impact Assessment Report, minimal consideration seems to have been given to the Prospect/ De Courcey ACA in the planning of the Metrolink Route. Section 10.18 on Architectural Heritage in the EIAR MetroLink Non-Technical Summary doesn't even list the Prospect/ DeCourcey ACA in its list of important sites, despite purporting to have examined areas within 50m of the tunnel in urban areas (begging the question why only structures within 30m will be surveyed). In the Architectural Heritage document, the ACA is only listed in passing and is not looked at in the same detail as other examples.</p> <p>Ideally, the tunnel should be rerouted to mitigate potential settlement in the ACA (for example, the original route with a station at Drumcondra).</p> <p>Otherwise, the 30m radius applying to POPS surveys should be extended, due to historic significance of ACA, and the fact that all of the buildings in the area have either no foundations whatsoever, or very shallow foundations.</p> | <p>The Non-Technical Summary document summarises in non-technical language the Environmental Impact Assessment Report (EIAR), including the likely significant effects identified, the mitigation and monitoring measures proposed, as well as any residual effects arising from MetroLink that have been identified during the Construction and Operational Phases to inform the planning consent process. The specific chapters of the EIAR present details on the impact assessment of the MetroLink Project on the receiving environment during the Construction Phase and Operational Phase. In this sense, the EIAR Chapter 26 (Architectural Heritage) describes and assesses the likely direct and indirect significant effects of the proposed Project on Architectural Heritage including Prospect Square/De Courcy Square and Environs ACAs. Please refer to response item (1) in relation to the assessment of properties within Prospect ACA.</p> <p>Regarding the Drumcondra location, as presented in the EIAR Chapter 7, Consideration of Alternatives, the Glasnevin Station location was chosen instead of Drumcondra because the provision of a station at Glasnevin will better meet the requirements of the Transport Strategy for the GDA for the following reasons:</p> <ul style="list-style-type: none"><li>•It will facilitate a seamless transfer/interchange with both the Maynooth (Western Commuter line) and Kildare railway line (South-Western Commuter line) because the PPT and Maynooth lines are at their closest point horizontally and vertically at Glasnevin, thereby providing the opportunity for a MetroLink station to capture transfer to and from these lines more effectively than at Drumcondra.</li><li>•The Glasnevin location also facilitates the construction of an integrated metro station as the two heavy rail lines are beneath the existing ground level, making it possible to connect via an underground concourse to all three rails in a short plan distance. At Drumcondra, the connection to both lines would require a connection of approximately 110m with more significant vertical connections between the two lines also required.</li><li>•The further advantage of Glasnevin is that it is located approximately 1km to the west of Drumcondra. This saves over 2 minutes in journey time by offering the opportunity for passengers to transfer sooner from heavy rail to MetroLink at Glasnevin to access city centre locations to the south or to the Airport/Swords to the north.</li><li>•Route options serving the Glasnevin station are forecast to have approximately 6000 additional passengers per day when compared to an interchange station at Drumcondra. This is largely due to the increased interchange opportunity at Glasnevin.</li><li>•Passengers transferring from the Maynooth or Kildare lines to MetroLink and travelling on to Dublin city centre will experience shorter journey times (approximately 3 minutes).</li></ul> <p>For the Phase 1 survey for the damage report, a zone of influence of the tunnel and other works was taken as 30m width on either side of the tunnel plus half the tunnel diameter. This is equivalent to a 45-degree influence line from the tunnel axis level at a depth of 30m. As noted in response item (1), the POPS allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. If any buildings are outside the zone of influence (i.e. they are not impacted by settlement or vibration) it is not necessary to undertake further assessment as that assessment would simply say that no impacts are predicted.</p> |
| 6                                                                                                                                                                                | Lack of Consideration given to the tunnel's proximity to the Prospect Square / De Courcy Square ACA | 3        | <p>A Steering and Monitoring group should be put in place so that there will be engagement and transparency between the ACA and project managers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>A Stakeholder and Community Engagement Plan has been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none"><li>• Regularly reviewing and updating stakeholder and community engagement plans;</li><li>• Actively maintaining partnerships and design focus groups established with the community; and</li><li>• Communicating in a timely and open manner.</li></ul> <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place. The notifications will detail the estimated duration of the works, the working hours and the nature of the works. In the case of works required in response to an emergency, the local authority, local residents and businesses will be advised as soon as reasonably practicable. All notifications will include a local helpline number. In addition, information on the works will also be available on the proposed Project website. TII will further develop the Community Engagement Plan to encompass the construction and operational phases of MetroLink. Please refer to the Outline CEMP in EIAR Appendix 5.1.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| 7                                                                                                                                                                                | Lack of Consideration given to the tunnel's proximity to the Prospect Square / De Courcy Square ACA | 3        | The entire ACA should be designated as a group of “Special” Buildings for monitoring purposes, as per EIAR Chapter 5 (5.4.11 Ground Settlement Monitoring and Mitigation Works), as these are similar to the cited listed buildings due to their ACA status, and are “Buildings with historical and cultural relevance.” The ACA should be monitored throughout the process (not just at beginning and end).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Please refer to response item (4) in relation to the classification of 'special' buildings. Appendix A5.1 Outline CEMP details that mitigation and monitoring will be carried out in accordance with the requirements of the EIAR and NIS so that construction activities are undertaken in a manner that does not give rise to significant negative effects. Suitable monitoring programmes will need to be developed, implemented, documented and assessed in accordance with the specification outline in the detailed CEMP(s). The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary.</p> <p>Appendix A5.1 Outline CEMP also details the noise and vibration monitoring programme that will be undertaken to ensure impacts to buildings and sensitive receptors are minimised. The mitigation measures proposed cover impacts arising from construction vibration, tunnel boring, and blasting. As detailed, vibration (and noise) control audits will be conducted at regular intervals throughout the construction programme to ensure criteria is not exceeded and to identify opportunities for improvement, where required.</p> <p>Please refer to response item (2) in relation to the predicted impacts to settlement at this location.</p> |  |
| 8                                                                                                                                                                                | Insufficient Property Owners Protection Scheme (POPS)                                               | 3        | The Property Owners Protection Scheme is not sufficient to protect period properties from potential structural damage, for the following reasons:<br>o The documentation about the scheme demonstrates no understanding or consideration for the different structural considerations and repair requirements of Protected or ACA period properties. There are very few Conservation accredited structural engineers in Ireland who are properly qualified to survey period properties such as those in a conservation area (see Conservation Register for Engineers (CARE)). Only CARE qualified Conservation Engineers should be undertaking POPS surveys of Protected and ACA buildings, and there is no reference to the surveyors being provided under the POPS scheme having these specialities. Additionally, the cost of repairs in a period house are generally much higher due to the requirement to use appropriate materials and specialist skills to apply them (lime plasters and renders, matching cracked period bricks). There is no indication that these requirements have been considered and will be respected in instances where repairs are to be funded by TII. | <p>Please refer to response item (1) in relation to POPS. The buildings included in the Property Owner Protection Scheme (POPS) will have condition surveys carried out prior to the commencement of works and again after completion. In those cases where the POPS survey identifies that damage has occurred as a result of the works repairs are to be prepared in accordance with method statements prepared by the POPS Conservation Architects where necessary.</p> <p>TII have issued letters to everyone who is eligible for POPs scheme. Once registered surveys will be undertaken in advance of the construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 9                                                                                                                                                                                | Insufficient Property Owners Protection Scheme (POPS)                                               | 3        | o The cost covered by the scheme is insufficient for the currently very high cost of construction, which is particularly high for period properties, and especially so for significant works like underpinning. Specifically, page 5 of the MetroLink Property Owners' Protection Scheme, October 2022 document states that repairs recommended by the appointed surveyor will only be covered up to the cost of €45,000. It also states “If you do not agree with this recommendation you are free to pursue the matter through normal legal procedures. ”                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The threshold for repair work under the POPS has been recommended by our professional advisers and has been approved by the Metrolink Project Board.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 10                                                                                                                                                                               | Insufficient Property Owners Protection Scheme (POPS)                                               | 3        | o The potential repair costs covered should be increased to reflect current construction costs for specialist work on period houses, and to reflect worst case scenarios for structural damage caused by settlement. Assurances should also be made that the repair funds will cover repairs done to the conservation standards expected in an ACA.<br><br>o Additional avenues to contesting survey findings should be put in place other than legal proceedings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to responses 8 and 9 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 11                                                                                                                                                                               | Insufficient Property Owners Protection Scheme (POPS)                                               | 3        | o The scheme only applies to properties which are 30m from the tunnel. My Neighbour’s house in the same terrace does not qualify, while ours does, which seems preposterous, given that they are attached (and indeed structural damage to one building in the terrace could have a knock on effect across the terrace). The 30m rule is insufficient given the architectural significance of the Prospect Square / De Courcy Square ACA and the fact that most structures in it do not have foundations.<br><br>o The scheme should apply to the entire ACA, or at the very least, structures within a much greater distance to the tunnel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>As noted in response item (1), the POPS allows residential property owners to register with TII if the property is within thirty meters of the edge of the MetroLink alignment or fifty meters of station structures. Please note no structural impacts are predicted.</p> <p>The 30m zone above the tunnel is deemed appropriate and reflects the width of the settlement contours as presented in EIAR Appendix 5.17. Buildings outside this zone are unimpacted due to settlement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

| Submission No.                                                                                                                                                                   |                                                           |          | 039                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Organisation Name or Name of Submitter                                                                                                                                           |                                                           |          | Catherine Foley and Keith Madden (residents - 10 Saint Teresa Place, Glasnevin)                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                                                                                         | Section Ref.                                              | Page No. | Observation Statement                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Letter Re: Observation Regarding Case reference: NA29N.314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink) |                                                           |          |                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 12                                                                                                                                                                               | Glasnevin Station Not In Keeping with Local Aesthetic     | 4        | The station design at Glasnevin is completely out of character with the historic neighbourhood of Hart’s corner with its late 19th C and early 20th C structures. The design should be revised to blend with the existing architecture of Hart’s Corner.  | TII disagree with this statement and believe that 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 Please refer to EIAR Chapter 4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 13                                                                                                                                                                               | Length of Construction Period and Associated Disturbances | 4        | Up to a 10 year construction period will have a massive impact on the quality of life of those living along the proposed line. This in addition to the risk to homes and businesses along the route is not in any way worth the enhanced transport links. | <p>Please refer to response item (1) in relation to the predicted impacts to your property.</p> <p>The EIAR provides details of the plans to mitigate any risks to the local community, property and business as a consequence of the proposed Project. With these plans in place, TII believe that the delivery of the enhanced transport links will in itself hugely benefit the community through the reduction of traffic and associated traffic pollution. As detailed in Chapter 3 (Background to the MetroLink Project), the delivery of MetroLink will address challenges of compact growth, sustainable mobility, enhanced regional connectivity, quality international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximizing sustainability gains, strong economy supported by enterprise innovation and skills, access to quality childcare, education and health services, and strengthened rural economies and communities.</p> <p>The EIAR details in full the proposed environmental protection measures to be implemented during construction. One of the key aspects of environmental control during the construction phase is the requirement for the appointed contractor to prepare a detailed design and construction methodologies plan in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>Furthermore, as detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner.</p> <p>The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are also detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p> |  |

| Submission No.                                                                                          |                                               |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1                                                                                                       | EXECUTIVE SUMMARY<br><br>Policy and Procedure | 1        | <ul style="list-style-type: none"><li>• The submission is fully supportive of the CDCG General Area Submission which seeks the removal of the Tara Street to Charlemont section of the rail order.</li><li>• Specifically the Charlemont station should not form part of the rail order as it will severely and demonstrably adversely affect the residential amenities of the Dartmouth Road residents both during the construction phase and the operational phase.</li><li>• The reliance on an element of the railway works in the form of the station box previously constructed as part of the office development fundamentally prejudices the entire process and is non-compliant with the EIA Directive.</li></ul> | <p>TII disagree and are of the view Charlemont Station should form part of the Railway Order application for the wider strategic reasons summarised below, noting that as outlined by the responses below, the environmental impacts of both the construction and operational phase can be mitigated with the exception of groundborne noise generated by the TBM passing which will be temporary for a period of c. 2 weeks at any single location. It is acknowledged that the proximity of the works to Dartmouth Road residents is an understandable concern and TII commit to working closely with local residents to ensure the required mitigation measures are put in place. While TII are of the view that the environmental impacts can be mitigated, temporary relocation of affected residents on Dartmouth road immediately adjacent to the construction works could be facilitated under certain conditions. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>The MetroLink enabling works constructed as part of the Hines development has the benefit of planning permission which was granted in April 2019. The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>There is no inconsistency with the EIA Directive. All options remain open to the Board in relation to this location. The critical factor in favour of the station at this location are the policy decisions and supporting analysis outlined above and not the permitted enabling works.</p> <p>TII rejects the assertion that the inclusion of a roof slab at Two Grand Parade has prejudiced the EIA process. There were no "neutral" alternatives available to ABP when it made a decision on the application for permission for Two Grand Parade. It had three options, all of which had significant consequences for proper planning and sustainable development and the environment:</p> <p>*grant permission without the roof slab, which would have required TII to demolish Two Grand Parade or another development in this area to deliver a Metro station in the location that was emerging from the contemporary optioneering reports;<br/>*refuse permission for Two Grand Parade, sterilising the site a frustrating the zoning objective for the site<br/>*grant permission with the roof slab, securing the zoning objective and leaving open the option of a station at this location.</p> <p>The Board opted for the third option having regard to submissions from the NTA and revised designs from the developer. That decisions was challenged by way of judicial review, but the judicial review was withdrawn. The objections now raised attack the validity of that decision, which is prohibited by Section 50 of the Planning and Development Act 2000.</p> |

| Submission No.                                                                                          |              |          | 040                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                | Section Ref. | Page No. | Observation Statement                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |              |          |                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                         |              |          | (1) continued                                                                                       | <p>Rationale for the Proposed Charlemont Station</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro, with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the MetroLink station to the Luas stop at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Please refer to Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location, Table 7-16 Summary to Identify Southern Termination Point for MetroLink.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                                          |                                                                                                               |             | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                                                               |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 2                                                                                                       | EXECUTIVE SUMMARY<br><br>Policy and Procedure                                                                 | 1           | <ul style="list-style-type: none"><li>As is described in detail in the CDCG General Area Submission, the Charlemont Station Box is an unauthorised development that also required an EIA. Clearly Charlemont Station is an integral part of the Metrolink proposal and the subject Rail Order Application. The Board, therefore, cannot grant the current Rail Order as to do so would a) facilitate the circumvention of the EIA Directive by the splitting of projects and b) amount to a retention permission which it is compelled to refuse. Effectively, Charlemont Station cannot be considered as usable for the Metrolink project because it will remain legally unsafe.</li></ul> | <p>Please refer to response (1) above. TII would also note as presented in EIAR Chapter 30 the cumulative potential of the Charlemont works has been assessed.</p> <p>We understand the reference to the Charlemont Station Box to be a reference to the MetroLink advance enabling works.</p> <p>The MetroLink advanced enabling works is not an integral part of the MetroLink proposal. The construction of these works allowed a key site with commercial zoning to proceed without prejudicing the delivery of a MetroLink station at this location. It was clearly entitled to do so as part of its statutory remit to safeguard the proper planning and sustainable development of the area. The Board remains entitled to refuse permission for a station at this location or seek revised designs if it has any concerns with the effects of the MetroLink advanced enabling works-on the environment. TII has already outlined why, in its view, the Board can and should grant a Railway Order for the construction of the station at this location.</p> <p>The reference to retention permission is fundamentally mistaken. The MetroLink advanced enabling works are permitted by the permission for the office development. Its construction does not require any retrospective consent. The Railway Order will not purport to authorise any development retrospectively.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 3                                                                                                       | EXECUTIVE SUMMARY<br><br>Policy and Procedure<br><br>2.2.1 Operational Phase<br><br>2. Size of Charlemont Box | 1, 8 and 10 | <ul style="list-style-type: none"><li>The documentation and in particular the drawings submitted are misleading and do not illustrate the relationship between the proposed station works and the houses on the southern side of Dartmouth Road. The deep construction required immediately adjacent to residential houses is wholly inappropriate and will result in a very severe loss of amenity and devaluation of property.</li></ul> <p>2.2.1 We contend that the submitted drawings are inadequate as they do not clearly illustrate the above ground elements.....</p>                                                                                                              | <p>TII disagree that the documentation and drawings submitted are misleading and do not illustrate the relationship between the proposed station works and the houses on the southern side of Dartmouth Road. Drawing ML1-JAI-SRD-ROUT_XX-DR-Z-02090 (Structures Details Book 2 of 3) shows the outline of the underground station, property Drawing ML-P 307 0-A (Property Details, Book 2 of 2) also shows the footprint of the station in relation to surrounding property, as does Alignment drawing ML1-JAI-ARD-ROUT_XX-DR-Y-03096 (Alignment Details Book 2 of 2). Regards drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02096, the relationship of the section shown to Dartmouth Road is a function of where the long section has been taken and is therefore correct.</p> <p>Neither do TII agree that deep construction adjacent to the residential houses is inappropriate and would also note the environmental impacts have been carefully considered. TII would also note that while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>Regards loss of amenity during construction, Dartmouth Road will be closed between Dartmouth Place and Dartmouth Square West during the enabling works and main works (please also see response (31) below) but diversions will be put in place for local access, including deliveries, emergency services, bin collection, and pedestrian access will be maintained to the property.</p> <p>The impacts on parking will be monitored during construction to reinstate any disrupted areas as soon as practicable. As referenced in the Scheme Traffic Management Plan, Appendix A9.5 section 7.11.6.2, while Dartmouth Road is closed during the construction phase (either partially or fully), existing parking levels along this road will be impacted. The existing parking will be fully reinstated on the reopening of Dartmouth Road,.</p> <p>The benefits of the proposed MetroLink Project are provided in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges provides the benefits of the project. TII are of the view that the proposed development will have a long term positive affect in terms of property value. There is possibility that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p> |  |



| Submission No.                                                                                          |                                                                                                                             |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 4                                                                                                       | EXECUTIVE SUMMARY<br><br>Policy and Procedure                                                                               | 1        | <ul style="list-style-type: none"><li>The lack of detail in the Rail Order documentation is in no small part due to the procurement method adopted by the Applicant, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a Railway Order consent. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a) affected residents can adequately understand the implications of the proposals and b) a Rail Order could be granted by An Bord Pleanála (ABP).</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | There is no connection between the selected procurement method and the level of design for the Railway Order application. The level of design undertaken is appropriate for a Railway Order application, noting that the design to inform the Railway Order application has been developed to Preliminary Design level. This Preliminary Design provides the required level of detail to inform the EIAR, and the level of design presented and used to inform the EIAR is consistent with previous successful Railway Order applications.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                       | EXECUTIVE SUMMARY<br><br>Inadequate EIAR<br><br>&<br><br>4 CONSTRUCTION IMPACTS, 4.2 Noise and Vibration, 4.2.1 Methodology | 1 and 21 | <ul style="list-style-type: none"><li>Noise and vibration impact assessment have been deferred until after consent is issued.</li></ul> <p>"....prior to the commencement of any construction works, a detailed noise assessment for each work site will be undertaken based on the most up to date information for each."</p> <p>"We consider this to be a serious inadequacy in the methodology adopted for the purposes of the EIAR, ...."</p> <p>"...there is no assessment upon the internal noise levels. The construction noise thresholds (CNTs) have only been applied to the facades of buildings (section 13.2.6.1.3. of the EIAR).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Noise and vibration assessments have not been deferred until after an enforceable railway order is granted.</p> <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR in accordance with best practice and the guidance cited in those chapters of the EIAR. The assessments includes for predictive modelling in order to identify the potential impacts on sensitive receptors during both the construction phase and the operational phase. Where necessary, mitigation measures are proposed to reduce any identified effects. Section 13.2.6.1.3 simply identifies that the project will develop within the confines of the consent as contractors are appointed and translate the designs and methods developed for the purpose of the Railway Order and EIAR into detailed designs and methods. The EIAR proposes monitoring and mitigation measures that will ensure that the proposed construction and operation of the proposed Project is in line with that presented in the EIAR. The Board can also impose any requirements of an enforceable Railway Order if it considers it necessary.</p> <p>The assessment of noise levels at building facades is normal best practice for this type of analysis noting the assessment criteria generated from best practice guidance (BS5228) all refers to noise levels at building facades.</p> <p>We refer further in response (14) below.</p> |
| 6                                                                                                       | EXECUTIVE SUMMARY<br><br>Inadequate EIAR<br><br>Section 4.2.4 Mitigation                                                    | 1 and 27 | <ul style="list-style-type: none"><li>The impacts of construction noise and vibrations on internal dwelling environments has not been assessed.</li></ul> <p>Referring to Metro North Railway Order 2010 and the conditions appended to schedule 14 of that order:</p> <p>- Condition 15 of the previous metro north railway order specified that the airborne construction noise levels that should be applied at the facade of any residence.</p> <p>- From the evidence submitted (this EIAR), it is apparent that it will not be possible to achieve these thresholds, particularly when the cumulative impacts of noise and vibration, both air borne and ground borne, are taken into account.</p> <p>Condition 12 and 13 of the aforementioned Metro North relate to vibration impacts. They reference German Standard DIN 4150-3:2016 "Vibrations in buildings - Part 3: Effects on structures". The ability of the project to comply with any such standard needs to be fully explored by the Board and at any oral hearing held.</p> <p>For this reason, we request that the Board appoints specialist noise and vibration consultancy advice in order to assist it in conducting this element of the assessment.</p> | <p>The assessment undertaken in EIAR were completed by internationally recognized specialist consultants and is in line with best practice and with all relevant guidelines and policy requirements as laid out in EIAR Chapter 13 Airborne Noise and Vibration, section 13.2.2. The assessment of noise levels at building facades is normal for this type of analysis as the assessment criteria generated from best practice guidance all refers to noise levels at building facades, as referred to in response (5) above.</p> <p>As per "Old Metro North", the assessment has been presented in Chapter 13 of the EIAR in terms of the potential effects at the façade of all properties potentially impacted (as detailed in other responses above). As also stated it is generally possible to achieve the criteria at the majority of facades. The exceptions are presented in Section 13.7 Residual Impacts. Having regard to groundborne vibration, the DIN 4150 standard is also utilised to determine the potential for building damage in the assessment presented in Chapter 14. (Please refer to Table 14.5 of Chapter 14).</p>                                                                                                                                                                                                                                                                                                                                                       |

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| 7                                                                                                       | EXECUTIVE SUMMARY<br><br>Inadequate EIAR                                                            | 1        | <ul style="list-style-type: none"><li>There has been no night-time impact assessment of construction noise.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Night-time noise has been assessed. The Proposed Working Hours are outlined in EIAR Chapter 5, MetroLink Construction Phase, section 5.2.4. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for work above ground outside standard working hours for exceptional events such as concrete pours, and abnormal deliveries. In the exceptional event that these night time works are necessary, the contractor will engage with the local community and local authority before such works are undertaken.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for 24/7 working on underground activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers). In addition progressing this work 24 hours a day will ensure that the construction phase is completed much more quickly, thereby reducing the duration of effect on nearby sensitive receptors, including dwellings on Dartmouth Road.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed temporary building located above the access to the SCL work site on the south east corner of the compound will control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> <p>The predicted level of groundborne noise during Tunnel Boring Machine (TBM) passage is 49 dB LASmax at 33 Dartmouth Road which is above the 45 dB LASmax threshold, resulting in a significant impact on the occupants of this address for the relatively short period estimated at up to 2-week duration of the TBM passage beneath this property where it can be anticipated that occupants of certain properties identified in the EIAR will experience noise impact. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>Therefore with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing. All other activities are not predicted to cause significant impact at night.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> |
| 8                                                                                                       | EXECUTIVE SUMMARY<br><br>Inadequate EIAR<br><br>Section 4.5<br>Construction of Intervention Tunnel. | 1 and 30 | <ul style="list-style-type: none"><li>The blasting impacts of tunnelling directly under the houses on Dartmouth Road has not been assessed in terms of amenities, noise, vibration and human health.</li></ul> <p>The construction of this tunnel is by mechanical excavation and by blasting. As noted above the blasting impacts are not assessed. The use of hydraulic breakers will be required, although for limited periods of time.....</p> <p>Of particular concern for the residents in the area is the SCL nigh time support works (i.e. concrete mixing) will be required on the compound site at Charlemont. A steel clad building is required to provide acoustic attenuation, but details of this building are not provided and no actual modelling or assessment is undertaken of this operation.</p> | <p>Section 13.6.1.2.4 discusses the proposed steel clad building, in the fourth bullet point under Table 13.85. To reduce reverberant noise build up, the requirements of this building are that it will be suitably clad to achieve a minimum sound reduction index of 24dB Rw.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 9                                                                                                       | EXECUTIVE SUMMARY<br><br>Inadequate EIAR                                                                | 1        | <ul style="list-style-type: none"><li>• A traffic impact assessment of local junctions has not been undertaken.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As part of Appendix D of Appendix A9.5 Scheme Traffic Management Plan, the initial criteria used to determine whether local junction modelling was undertaken was as follows:</p> <ul style="list-style-type: none"><li>* Station construction requires new site access onto a key road;</li><li>* Station construction would result in a significant alteration to the receiving road environment;</li><li>* Station construction would result in a &gt;10% increase on traffic on existing road volumes, special consideration was given to where roads/junctions were subject to the cumulative impact of multiple construction sites (i.e. R108 for example).</li></ul> <p>Local LinSig junction assessments were not undertaken at Charlemont Station as the design indicated it would not meet the criteria.</p> <p>As presented in Appendix A9.5 Scheme Traffic Management Plan, analysis has been undertaken to assess the impact of the traffic management measures on the local road network surrounding Charlemont Station, following a 2-stage assessment process as identified in section 2.4. At the local level the following parameters have been used to assess impacts on general traffic:</p> <ul style="list-style-type: none"><li>* Increase in driver delays at junctions;</li><li>* Changes in traffic flows on surrounding streets; and,</li><li>* Additional distance travelled due to diversions.</li></ul> <p>Local traffic impacts have been assessed against key performance indicators, including the removal of one or more lanes of traffic, increase in traffic flow of +10% (PCUs), where there is predicted to be a permanent increase in journey length of 500m, or a new signalised junction. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in diver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 10                                                                                                      | EXECUTIVE SUMMARY<br><br>Inadequate EIAR<br><br>Section 4.3 Settlement & Subsistence: 4.3.1 Methodology | 1 and 28 | <ul style="list-style-type: none"><li>• The EIAR fails to properly assess the settlement impacts of the tunnelling upon the houses on Dartmouth Road and there may be settlement of between 35mm and 45 mm which would severely affect these protected buildings.</li></ul> <p>From a review of the EIAR and associated appendices, it is evident that a very limited assessment of settlement and subsidence has been carried out. It can be seen from the above diagram that the houses directly over the tunnels on Dartmouth Road fall within the 35mm to 45mm settlement zone.....</p> <p>However, given that all bar one of the buildings covered by this submission are protected structures, they should be classed as damage category risk 3 (moderate).</p> <p>However, the protected buildings on Dartmouth Square West and on Dartmouth Road are excluded.</p> <p>Appendix A5.17 provides an assessment of 'representative' buildings. It is unclear why these buildings were selected. There is no map illustrating the location of reference numbers/properties. The presentation of the information is opaque and unclear and does not facilitate a full and proper examination of the true impacts upon the houses on Dartmouth Road. Again, this is a significant inadequacy in the EIAR.</p> <p>The assessment effectively defers most of the assessment of subsidence and settlement to a further assessment. Such an assessment if undertaken after the railway order is issued, removes property owners' rights to review the actual impact of the development on their properties. This is wholly contrary to the principle of protecting third party rights.</p> | <p>TII do not agree that that "a very limited assessment of settlement and subsidence has been carried out". The assessment undertaken covers the whole route of the proposed Project. In addition, as is standard with a long linear project, buildings were selected to provide a representative sample and coverage to inform the EIAR, and TII can confirm that the protected buildings on Dartmouth Square West and on Dartmouth Road were not excluded from the assessment. Please refer to Figure 20.16 in Appendix A5.17 where the settlement contours can be examined to identify the predicted level of ground movement for each property.</p> <p>As stated in Appendix A5.17, the approach taken by TII for assessing the impact of construction generated ground movements reflects the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The level of assessment, Phase 2, is appropriate for this stage of the Project to inform the Railway Order application.</p> <p>TII does not agree that the EIAR fails to properly assess the settlement impacts of the tunnelling upon the houses on Dartmouth Road or that the EIAR has assessed the impact of settlement on the houses on Dartmouth Road. EIAR Appendix 5.17 refers. The settlement predicted for the buildings directly over the tunnel are of up to 45mm as stated. The Phase 2 assessment of the damage for these buildings is "Slight" - please refer to building B151 (32 Dartmouth Road, the representative building) in table 5-2 of that appendix, the representative building (section 5.2.1 of Appendix A5.17 refers) for the assessment along Dartmouth Road. It is also important to note that the Property Owner Protection Scheme (POPs) scheme (as outlined in section 5.4.11.4 of the EIAR) which will entail undertaking pre and post construction surveys of every property within the zone of influence of the alignment. The Property Owners' Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>The protected nature of a building does not alter the classification of damage from slight to moderate as stated. The protected buildings along Dartmouth Road, within the zone of influence of the works, will be subject to a further Phase 3 refined assessment (despite the impact only being assessed as 'slight') to take account of final design and construction methodology details, most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> |

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| 11                                                                                                      | EXECUTIVE SUMMARY<br><br>Inadequate EIAR<br><br>Section 4.4<br>Hydrogeology | 2 and 30 | <ul style="list-style-type: none"><li>The hydrogeological impact assessment is inadequate as it has not been based upon local bore hole logs and no local impact assessment has been undertaken around the Charlemont station.</li></ul> <p>No detailed specific localised groundwater modelling has been undertaken as part of the EIAR. Water depth reading from boreholes some 550m from the proposed station are used in the broad assessment (Table 19.15). The data on which the assessment is undertaken does not relate to the site concerned. It is a requirement of the EIA process to provide relevant up-to-date and accurate information in relation to impacts of any aspect of the development. As such relying on bore hole data which is some considerable distance from the area of the works, has resulted in a wholly inadequate assessment. Hydrogeological information along the line of the underground elements should have been collected, particularly in an around a major intervention such as Charlemont Station.</p> | <p>TII have undertaken localised and specific groundwater modelling, and TII can also confirm that hydrogeological information along the line of the underground elements has been collected.</p> <p>Please refer to Figure 19.6 of the EIAR which identifies the location of a boreholes at Charlemont. Pump tests were undertaken here and groundwater samples were taken (from 3 boreholes here) and analysed in order to inform the baseline conditions presented in the EIAR. Furthermore calculations were undertaken to estimate the effects of excavations on the groundwater for every station including Charlemont (refer to Table 19.35 Table 19.41 and Charlemont subsection under section 19.5.3.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12                                                                                                      | EXECUTIVE SUMMARY<br><br>Inadequate EIAR                                    | 2        | <ul style="list-style-type: none"><li>The impact of ventilation systems has not been assessed.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>EIAR Chapter 13, Airborne Noise and Vibration, section 13.5.3.2 of the EIAR discusses noise from fixed plant, such as extract fans and ventilation systems. All plant associated with ventilation are housed within back of house plant rooms below ground level within the stations and hence will not generate any measurable airborne noise emissions at ground level. The key potential noise source relates to breakout noise from ventilation shafts and grilles at surface level. The assessment shows that without mitigation there are potential significant noise impacts from surface grills.</p> <p>The final airborne noise impact at sensitive receptors is very sensitive to small changes in the final construction and design of the ventilation systems. As a result, modelled impacts and mitigation will have to be updated in parallel with the detailed design. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>Reduction of induct flow rates;</li><li>Reduction of elements in the airflow;</li><li>In duct attenuators;</li><li>Orientation of grilles and louvres away from sensitive receptors;</li><li>Acoustic louvres; and</li><li>Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul> <p>Once the Project moves into the next phase of design development then the detailed design of each shaft and surface grill will include measurements of background and ambient noise at the closest noise sensitive receptors to each of these fixed items of plant, this data will be used to establish a noise threshold level in accordance with BS 4142, that each item of plant must be below, with bespoke noise mitigation at each location.</p> <p>We comment further in responses (22), (057) and (058) below.</p> |
| 13                                                                                                      | EXECUTIVE SUMMARY<br><br>Inadequate EIAR                                    | 2        | <ul style="list-style-type: none"><li>The ground borne vibration/noise impacts of the train operations upon the houses of Dartmouth Road have not been assessed</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>This statement is incorrect. EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, Section 14.4 AZ4 Northwood to Charlemont, presents the predicted vibration levels during railway operation for sensitive receptors. The predicted groundborne noise at 33 Dartmouth Road (a property directly above the alignment) is 28 dB LASmax, which is below the threshold level of 40 dB LASmax, indicating no significant impact during railway operation. The predicted VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) during railway operation is 0.005 ms-1.75 (VDV day) and 0.003ms-1.75 (VDV night). Both of these values are well below the VDV Threshold Levels of 0.8ms-1.75 (VDV day) and 0.4ms-1.75 (VDV night) indicating no significant impact for the building or for residents of this address.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| 14                                                                                                      | EXECUTIVE SUMMARY<br><br>Construction Phase                                                       | 2        | <ul style="list-style-type: none"><li>The construction noise impact assessment is wholly inadequate as it fails to consider the internal noise impact over a 9 year period, defers assessments to the design and construction stage, fails to properly assess night time impacts, incorrectly categorises impacts as very significant as opposed profound</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Further to response (5) above, the assessments presented in Chapter 13 and Chapter 14 of the EIAR are undertaken in line with best practice and all relevant guidelines and policy requirements as laid out in Section 13.2.2 of the EIAR. Further to response (5) above, the assessment of noise levels at building facades is normal best practice for this type of analysis as the assessment criteria used is based on predicting the noise levels at building facades as per the relevant guidelines and standards including BS 5228.</p> <p>EIAR Chapter 2, Methodology used in Preparation of the EIAR provides the details of the durations of effect utilised in the analysis throughout the EIAR. The assessment in EIAR Chapter 13 has noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. excessive noise effects resulting from the construction will not last 9 years, and will be of short durations for each of the activities on site: Piling, Excavation, building and MEP etc and mitigated through the measures described in the EIAR.The majority of the most impactful noise activities are completed within the first 5 years of the construction programme.</p> <p>In EIAR Chapter 5, MetroLink Construction Phase, Table 5.5, the proposed working hours for this site are outlined. The assessments presented in Chapters 13 and 14 are based on these proposed working hours with no works proposed above ground occurring during the night time (Refer to response (7) above for further detail). As outlined in Table 5.5 of the EIAR, there will be underground works during the night time period and these have been assessed in both Chapter 13 and 14. The impact of support activities for those works and associated mitigation has also been assessed in Chapters 13 and 14. Chapter 13 assesses potential impacts associated with the operation of plant above ground only i.e. ventilation fans at the surface to facilitate this work, while Chapter 14 covers the potential impacts associated with underground works.</p> <p>TII do not agree that impacts are incorrectly categorised as very significant rather than profound. EIAR Chapter 13, section 13.2.6 outlines the appraisal methodology and along with Tables 13.12, 13.13 and 13.14 shows 'very significant' rather than 'profound' is the correct categorisation.</p> |
| 15                                                                                                      | EXECUTIVE SUMMARY<br><br>Construction Phase<br><br>Section 4.2.3 Ground-borne Noise and Vibration | 2 and 26 | <ul style="list-style-type: none"><li>Construction vibration impact assessment fails to assess the evacuation tunnel. This element of the project is likely to have a significant effect upon the Dartmouth Road residents. It will not be possible to meet airborne noise condition limits that may be reasonably set by An Bord Pleanála.</li><li>Construction of the intervention tunnel will give rise to significant noise and disturbance, 24/7 during the period of its construction.</li></ul> <p>Intervention Tunnel:<br/>The assessment of the impacts of the intervention tunnel have not been undertaken. Table 14.13 assumes that the construction methodology for the intervention tunnel will be "Drill-and-blast". The impacts associated with either blasting or drilling of this 360m tunnel, which passes under the properties at Dartmouth Road, have not been assessed.</p> <p>Table 14.11 of the EIAR indicates that the construction of the intervention tunnel is assessed under airborne impacts in Chapter 13, notwithstanding that the construction method would be blasting (i.e. Air overpressure). Both Figures 14.4 and 14.5 (extracts above) clearly do not assess the impacts of this intervention tunnel on any properties on Dartmouth Road or further south into Ranelagh.</p> | <p>As referred to in response to Item (8) above, there is an error in Table 14.13 of the EIAR where it is outlined that drill and blast will be used at "all underground stations and intervention tunnels". A number of amendments were made to the proposed construction methodology for the intervention tunnel and these were assessed in the EIAR. These amendments included moving the intervention tunnel deeper and excavating the tunnel by mechanical means only. Both of these interventions were proposed to reduce potential effects arising from the construction of the intervention tunnel. The assessment of the mechanical excavation for the evacuation tunnel and intervention tunnel has been carried out, and is included within Chapter 14 of the EIAR. The assessment of groundborne noise and vibration from mechanical excavation for a number of representative receptors is presented in Table 14.31 and Table 14.33, with predictions for a greater number of receptors in the area presented in Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation minimising any potential for settlement, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 16                                                                                                      | EXECUTIVE SUMMARY<br><br>Construction Phase | 2        | <ul style="list-style-type: none"><li>The construction phase on Dartmouth Road, assuming no delays, will last 8.5 years (102 months). This is a medium-term effect which has not been properly considered in the EIAR. This may be termed "medium-term" from a broad community perspective, but in the lives of the residents of Dartmouth Road the impact is profound. Especially when the cumulative effect of the ongoing construction of the Office Building at 2 Grand Parade that will last for 4-5 years is considered. The residents of Dartmouth Road will have to endure almost a decade and a half of major scale construction within meters of their houses in an area zoned as residential.</li></ul> | <p>As outlined in EIAR Appendix A5.2 Construction Programme, Including Tunnel Elements, the proposed construction activities from advance works through to completion assessed for the EIAR will progress at this site for a period of 8.5 years. TII are of the view, as demonstrated by the detailed EIAR submitted that the environmental impacts have been carefully assessed and mitigation measures proposed where necessary. As detailed in the relevant environmental chapters and the Outline Construction Environmental Management Plan (CEMP) in Appendix A5.1, a significant suite of mitigation measures and monitoring has been proposed to mitigate the effects of this construction period so far as possible.</p> <p>TII would also note that while TII are of the view that the construction environmental impacts can be mitigated to levels consistent with residential amenity for the vast majority of the construction period, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>Please refer to Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) for further information.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 17                                                                                                      | Executive Summary<br><br>Construction Phase | 2        | <ul style="list-style-type: none"><li>The hours of construction proposed include 12 hour working days and significant element of 24 hour working during certain periods of the contract.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Proposed Working Hours are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. Only tunnelling (please see response (15) above) and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for other noisy work above ground outside standard working hours for events such as concrete pours, abnormal deliveries etc. TII and their Contractor will engage with the local community and local authority to advise of any such upcoming events such as this, and will do their best to minimise any such occurrence so far as practicable.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for 24/7 working on activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers).</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed temporary building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> <p>The predicted level of groundborne noise during TBM passage is above the 45 dB LASmax threshold, resulting in a significant impact on the occupants for the relatively short 2-week duration of the TBM passage. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>Therefore with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing. All other activities are not predicted to cause significant impact at night.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> |



| Submission No.                                                                                          |                                             |          | 040                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item No.                                                                                                | Section Ref.                                | Page No. | Observation Statement                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 18                                                                                                      | Executive Summary<br><br>Construction Phase | 2        | <ul style="list-style-type: none"><li>The alternative construction compound has not been properly assessed and given the impacts of that proposed, it is incumbent upon TII to properly assess this and propose it as a mitigating measure.</li></ul>                             | <p>There is one construction site proposed for Charlemont Station, and that encompasses the construction footprint of the proposed Charlemont Station.</p> <p>The rationale for the location of Charlemont Station is provide in response (1) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 19                                                                                                      | Executive Summary<br><br>Construction Phase | 2        | <ul style="list-style-type: none"><li>Additional traffic will be generated during construction and the rediverting of traffic will have an adverse effect upon the local road network. HGV traffic on quiet residential roads will have a severe impact upon amenities.</li></ul> | <p>Appendix A9.5 Scheme Traffic Management Plan details the proposed HGV routing associated with the construction works at Charlemont Station. Routing from the site is mainly via the R111 and R110, and routing to the site is via the R810 and R110. Alternative routing options via the R110/Kildare Road and the R110/R811 are also considered, all of which are part of the regional road network. As detailed in Appendix A9.5 Scheme Traffic Management Plan, access will be provided either from Grand Parade or from Dartmouth Road. The localised construction traffic routeing to and from the various site accesses will require consideration of the local traffic restrictions along Grand Parade and the junctions which intersect it. Due to banned movements on Grand Parade, inbound movements to the south site will need to route via the R114 gyratory to the north. When the full closure on Dartmouth Road (lasting up to 30 months) is in place, inbound and outbound traffic will route via Dartmouth Road, R138 and Grand Parade. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The longest delay occurs eastbound on Dartmouth Road during the AM peak of 14 seconds.</p> <p>Model outputs indicate that there will be a moderate increase in HGV movements during construction at this location. The most significant increase, of just over 2%, will be in both directions along Ranelagh Road/Charlemont Street, which is part of the regional road network. Elsewhere in the area, including local residential streets, increases are significantly lower.</p>                                                                                                                                          |
| 20                                                                                                      | Executive Summary<br><br>Construction Phase | 2        | <ul style="list-style-type: none"><li>No local traffic modelling has been undertaken as part of the assessment and the impact upon pedestrians has not been properly assessed.</li></ul>                                                                                          | <p>This statement is incorrect, both local traffic modelling and the impact upon pedestrians has been assessed. EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>Increase in driver delays at junctions;</li><li>Changes in traffic flows on surrounding streets; and,</li><li>Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> |

| Submission No.                                                                                          |                                                                              |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 21                                                                                                      | Executive Summary<br><br>Construction Phase<br><br>Section 4.11 Human Health | 2 and 41 | <ul style="list-style-type: none"><li>There will be a severe impact upon human health which has not been properly assessed.</li></ul> <p>This is the only assessment of the impact upon human health. House nos. 32 to 35 Dartmouth Road are not even identified as very highly sensitive receptors. It appears as though this section to the EIAR has not fully reviewed or had regard to the construction phasing with night-time working, ground borne noise and vibrations and other matters raised above. This is considered to be a wholly inadequate assessment of the impact upon human health in so far as it relates to the properties on Dartmouth Road.</p> | <p>It is not correct to say "There will be a severe impact upon human health which has not been properly assessed." EIAR Chapter 10, Human Health has identified that there may some residual effects after mitigation measures due to the noise and vibration arising from mechanical excavation, TBM advancement and proposed blasting resulting in "annoyance to users, but no health effects".</p> <p>The Human Health Assessment is presented in Chapter 10 Human Health. This chapter identifies human beings as being sensitive due to their age, health status or for other reasons. But as outlined in section 10.3.4 of the Chapter 10 of the EIAR, it is neither possible or necessary to identify every sensitive receptor along the proposed alignment. The approach used in the assessment is to present residences (including the ones listed), schools, workplaces and places of worship as "highly sensitive" as identified in section 10.3.4.2. This EIAR has had full regard to the construction phasing, including night time working, and groundborne noise and vibration etc as the health assessment is based on the modelling and assessment outputs of a number of chapters (see Table 10.3). These are Chapter 9 Traffic and Transport, Chapter 11 Population and Land Use, Chapter 12 Electromagnetic Compatibility and Stray Current, Chapter 13 Airborne Noise &amp; Vibration, Chapter 14 Groundborne Noise &amp; Vibration, Chapter 16 Air Quality , Chapter 18 Hydrology, Chapter 19 Hydrogeology and Chapter 20 Soils and Geology.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 22                                                                                                      | Executive Summary<br><br>Amenity Impacts                                     | 2        | <ul style="list-style-type: none"><li>The operation of the trains and associated ventilation systems has the potential to adversely affect the amenities of the residents and has not been properly assessed</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Further to response (12) above and please also refer to response (57) and (58) below.</p> <p>TII have assessed the impact of the trains and ventilation system and do not predict that amenity will be significantly impacted.</p> <p>With regards to the noise of operating rail infrastructure, EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of operational airborne and groundborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and result in a not significant to slight impact when added to the prevailing noise environment.</p> <p>EIAR Chapter 13, sections 13.2.3.2 and 13.5.3.2.3 recognise that ventilation systems if not designed and mitigated effectively are potential noise sources. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>Reduction of induct flow rates;</li><li>Reduction of elements in the airflow;</li><li>In duct attenuators;</li><li>Orientation of grilles and louvres away from sensitive receptors;</li><li>Acoustic louvres; and</li><li>Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul> <p>Measures to mitigate noise from the use of public address systems is also detailed in Chapter 13 (sections 13.5.3.2.4 and 13.6.2.4). Best practice design principles will be employed to minimise noise breakout at the surface from these systems via escalators, lift shafts and stairwells.</p> <p>Mechanical elements associated with escalators are housed below ground and are fully enclosed. The operation of escalators will not generate any notable noise sources during operation and will not be audible above the prevailing noise environment.</p> <p>As noted above, with regards to stations entrances, these are transient areas for passengers entering and exiting the station. These activities are not the source of significant noise generation and form part of the existing soundscape in the existing prevailing environment. It is acknowledged footfall numbers will increase in the vicinity of the station entrance, however this activity does not translate to significant noise impacts.</p> |
| 23                                                                                                      | Executive Summary<br><br>Amenity Impacts                                     | 3        | <ul style="list-style-type: none"><li>The post completion permanent arrangement will result in significant rat running between Ranelagh Road and Grand Parade to the detriment of the residents on Dartmouth Road.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>As presented in EIAR Chapter 4, Description of the MetroLink Project, the internal street between Grand Parade and Dartmouth Road will have barriered and controlled access, be speed restricted and traffic calmed, and be treated as a shared vehicular pedestrian space. This will prevent it from being used as a "rat-run".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 24                                                                                                      | Executive Summary<br><br>Amenity Impacts<br><br>Section 5 Operational Impacts: 5.4 Traffic and Transport | 3 and 50 | <p>No adequate drop-off pick up facilities, taxi ranks, or interchange with other services are proposed. There will be an inevitable loss of parking on Dartmouth Road.</p> <p>Section 5.4.2 Drop-Off and Pick Up<br/>There is a major station entrance onto Dartmouth Road. It has no drop- off or pick facility and inevitably there will be a loss of parking for residents along this section of Dartmouth Road as the requirement for a drop-off and pick-up facility becomes evident. Given the very low level of integration with bus services in this suburban location, there will be a significant demand for such a drop-off facility. .</p> <p>No assessment has been undertaken of the demands, requirements and impacts of such a significant interchange element. This will result in a significant loss of amenity for local residents.</p> | <p>As detailed in EIAR Chapter 6, MetroLink Operations and Maintenance, the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport, to discourage the use of private vehicles. The provision of drop-off facilities have been considered during the design process with such facilities only provided at locations that are less likely to encourage unnecessary short journey car trips in the local area. While a short drop off is proposed between Grand Parade for persons of restricted mobility only and the Royal Canal, along Dartmouth Road all existing street parking is reinstated on completion.</p> <p>During the operational phase, the model zones around Charlemont Station forecast a reduction in Car mode share, with a reduction of between 400 and 800 car trips over the 12hr period. With the reduced demand for car trips, it is anticipated that the demand for parking will also reduce. Transport modelling presented in EIAR Chapter 9, Traffic and Transport also indicates that the majority of passengers boarding and alighting at Charlemont will transfer from/to other forms of public transport by foot, and therefore will not require drop-off facilities or a bus interchange</p> <p>TII would note that it is not correct to say no assessment has been undertaken and that the Station is intentionally designed with only one drop-off for persons of restricted mobility only. There will be no further drop-offs provided and therefore the assertion that parking will be reduced in the future is not correct.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 25                                                                                                      | Executive Summary<br><br>Amenity Impacts<br><br>Section 5 Operational Impacts: 5.6 General Impacts       | 3 and 53 | <p>• The overall impact of the both the construction and operational phases of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, operational emissions, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of the residents listed in this submission. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas."</p>                                                                                                                                                                                                 | <p>The impacts of the proposed project, both during the construction and operational phase have been assessed in the EIAR that accompanies the Railway Order, with mitigation measures proposed where necessary and practicable, to ensure impacts are within acceptable limits, noting that there will be a temporary groundborne noise significant impact when the TBM passes for approximately 2 weeks. For the vast majority of the construction phase and all of the operational phase, the impacts of the project are consistent with the protection and improvement of the amenities of this residential conservation area. The operation of the project will improve those amenities by improving access to sustainable transport and reducing traffic.</p> <p>While TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>The above responses to this Executive Summary have also addressed in summary the impacts raised by this observation with the exception of anti-social behaviour. In this regard, the interchange will increase the number of people passing through the area, however it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to remain in the area. Further, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus. Also see response (67) below. As stated in EIAR Chapter 11: Population &amp; Land Use, and in common with all other stations along the route, measures to reduce anti-social behaviour, including the provision of real time CCTV and appropriate lighting will be delivered on completion.</p> <p>Regards the reference to the Z2 zoning objective. The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and will not impact on the amenities or architectural qualities of the area. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, the Station design promotes the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |

| Submission No.                                                                                          |                                          |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 26                                                                                                      | Executive Summary<br><br>Property Issues | 3        | Property: <ul style="list-style-type: none"><li>• Houses 32-35 are the subject of sub-stratum CPO.</li><li>• The development will inevitably impact upon the value of retained land/property.</li><li>• The owners of no.35 Dartmouth Road have not been properly served with the relevant papers (to confirm).</li><li>• There will be a significant devaluation in property and the Board must refuse this element of the railway order. Owners' costs of engaging in the process should be borne by TII.</li></ul> | <p>TII can confirm sub-stratum acquisition of land is sought below properties 32-35.</p> <p>All issues in relation to compensation for lands to be acquired are a matter for negotiation and, in the absence of agreement, reference to the Property Arbitrator. They are not a matter within the jurisdiction of ABP.</p> <p>No. 35 was under construction at the time referencing was carried out and would note the property lies within the land owned by 11 Cambridge Terrace who were referenced.</p> <p>35 Dartmouth Road is a new mews residence to the rear of 11 Cambridge Terrace. The owner of 11 Cambridge Terrace was served the notice and the submission on page 15 notes the owner of 35 Dartmouth Road as one and the same. The new build was completed in Q4 2022 and remains part of the garden to the rear of 11 Cambridge Terrace until separately registered.</p> <p>A letter seeking confirmation of title pertaining to 11 Cambridge Terrace was issued on 02/02/2022, in the full knowledge that TII understood that a dwelling was currently being constructed to the rear of 11 Cambridge Terrace. A Mr John Neary responded on 09/02/2022 confirming ownership of 11 Cambridge Terrace and referring to the new dwelling being currently being constructed at the rear of 11 Cambridge Terrace.</p> <p>- At the time of the RO Application there was no change/new Folio to Land Registry boundary information to 11 Cambridge Terrace, therefore no transfer (of part) to new owners.<br/>- At the time of the RO Application there was no update to Registry of Deeds title, therefore no transfer (of part) to new owners.<br/>- At the time of the RO Application there was no update to The Property Price Register, therefore no indication of a sale.</p> <p>Accordingly, there was no new data/evidence at the time, and the understanding would have been the property (i.e. the new dwelling known as 35 Dartmouth Road) was not completed/sold prior to September 2022, at the time of the RO Application. It has not been alleged by the observer that the facts are different, but this may be clarified at oral hearing.</p> <p>From a Land Referencing perspective, TII could not done anything further to establish possible ownership/tenancy on a new build which was possibly not completed prior to the MetroLink RO. This will be subject of legal submissions at oral hearing in due course.</p> |

| Submission No.                                                                                          |                                                                                                     |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 27                                                                                                      | 1. INTRODUCTION<br><br>1.1 Background<br><br>1.2 Strategic Planning Issues                          | 4        | 1.1 The submission is made on behalf of the residents of properties 26-28 and 32-35 Dartmouth Road<br><br>1.2 The submission concludes that the link between St. Stephens Green and Charlemont cannot be justified in planning terms. Furthermore, it undermines the business case for the entire project. For this reason the associated submission requests that the section between Tara Street and Charlemont be omitted from the Railway order and that a new railway order application for the section between Tara Street and St Stephen's Green be submitted.                                                                                                           | <p>The preliminary business case for the project is a matter for the Oireachtas, the Government, NTA and TII to be approved in accordance with the Public Spending Code. The Preliminary Business case which includes the section between St Stephen's Green and Charlemont was approved by Government in July 2021. The section of the route contributes positively to the over benefit to cost ratio (BCR ) for the scheme. It is incorrect to state that the St. Stephens Green to Charlemont section " undermines the business case for the entire project".</p> <p>ABP role is only to determine whether the project should be approved by reference to the proper planning and sustainable development of the area and the impacts of the project on the environment, including the carrying out of an EIA and AA. A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042).</p> <p>Tara Street and Charlemont are specifically identified as locations for stations in the GDA Transport Strategy 2022-2042. ABP is required to have regard to those requirements as policies and objectives for the time being of a public authority whose functions have a bearing of the proper planning and sustainable development of Dublin (Transport (Railway Infrastructure) Act 2001 and 143 of the Planning and Development Act 2000). The transport strategy is also a consideration material to the proper planning and sustainable development of the area (Section 31 J of the Planning and Development Act 2000).</p> <p>ABP has to give considerable weight to the GDA Transport Strategy, given its elevated role in the statutory scheme relating to proper planning and sustainable development, including that:</p> <ul style="list-style-type: none"><li>* the NTA is required to provide a report to planning authorities making regional spatial and economic strategies, development plans and local area plans ("relevant plans") with recommendations on the optimal use, location, pattern and density of new development taking account of the Transport Strategy and stating whether there is inconsistency between the relevant plan and the Transport Strategy;</li><li>* relevant plans are required to be consistent with the Transport Strategy;</li><li>* the Office of the Planning Regulator is required to evaluate relevant plans to ensure that they address consistency with the Transport Strategy;</li><li>* the Minister for Housing can direct variations to draft relevant plans to ensure that they are consistent with the Transport Strategy;</li><li>* landowners are not entitled to compensation where permission is refused due to inconsistency with the Transport Strategy.</li></ul> <p>The responses to the observations made in this submission explain why TII, by reference to Transport Strategy and project level assessment data that supports the conclusions of the Transport Strategy, do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted.</p> <p>In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p> |
| 28                                                                                                      | Section 2.2.1 Operational Phase<br><br>Charlemont Station, Turnback Tunnel and Intervention Tunnel. | 9        | The City Tunnel continues southwards, terminating 360m beyond Charlemont Station to provide for a turnback facility for trains going back in a north bound direction. The reason for this 0.3km length of tunnel is not explained in the documentation. A parallel evacuation and ventilation will also be constructed alongside this section of tunnel that will connect back to Charlemont Station. Again, the rationale and justification is very limited in the documentation submitted with the Rail Order application. The full costs and benefits of alternatives, including an emergency exit emerging at the southern end of the turnback facility, is not considered. | The need for turnback's and intervention tunnels is covered by EIAR Chapter 4, Description of the MetroLink Project. This section of tunnel is required to allow for the safe and efficient operation of the turnback facility , while also facilitating the stabling of a small number of trains at this location to allow for the efficient operation of the MetroLink system. Please refer to Appendix A7.4 Charlemont Shafts Options Report where there is a review of a number of options for the proposed turnback facility and for the location of an intervention/ventilation tunnel/shaft. The intervention tunnel avoids the need for surface landtake, and the impact associated with this, to accommodate a shaft.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| 29                                                                                                      | Section 2.2.1<br>Operational Phase<br><br>Charlemont Station, Turnback Tunnel and Intervention Tunnel.        | 12       | The Applicant has not justified why Charlemont station, located in a residential area, is "by far the longest underground station box" in the Metrolink project. The IEE suggests that the Applicant should make efforts to produce a "more compact station design with less of an impact on Dartmouth Road".                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The station footprint has already been designed with a key objective to minimise the station footprint in order to reduce the potential environmental effects and project costs, while ensuring that each station functions to meet the passenger requirements during the operation of the system. However this station has been amended when compared to other stations:<br>(1) To avoid a direct impact on surrounding properties including the gardens on Dartmouth Square West, which led to an increase in overall length to maintain space within the station for required functionality.<br>(2) And includes a second entrance/exit to Dartmouth Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 30                                                                                                      | Section 2.2.1<br>Operational Phase<br><br>Potential to reverse the orientation of the Dartmouth Road entrance | 12       | <p>The Independent Engineering Expert also draws some conclusions as follows:</p> <p><i>"We are of the view that the design of the station should be optimised to try and reduce the overall size of the station box and therefore reduce the incursion into Dartmouth Road and should this not prove practicable to utilise a construction methodology which minimises the closure time of Dartmouth Road and provides the residents full access to their properties. It is also our view that given the size and potential developments on the site it would be at the very least practicable to reverse the orientation of the entrance to face away from the street and into the site (facing the development), so although footfall might not be reduced, the residents would not at least have to be faced with continual exposure to light and noise such as that which accrues around such station entrances. Some discreet signage would be all that would be required to guide walkers to their destination.</i></p> <p><i>We are also of the view that whilst moving the second entrance, perhaps into Dartmouth Park itself, might be technically feasible it might cause as many problems as it solves."</i></p> <p>The conclusion of the IEE clearly demonstrates that the Applicant has not adequately considered alternatives to reduce the impact on the residents of Dartmouth Road and thereby the EIAR is inadequate and incomplete. We support the further investigation of a reorientation of the station entrance away from the road. This may have the potential to reduce some of the Operational Impacts outlined in section 5 below.</p> | <p>Response (29) above explains the rationale for the sizing of Charlemont Station. TII are very cognisant of the impact on Dartmouth Road and have examined the construction methodology carefully (see responses (31) and (46) below), however regrettably it is not possible to avoid a road closure given the station box will extend under Dartmouth Road. TII do not accept that the EIAR is inadequate or incomplete because it has been necessary to extend the station box under Dartmouth Road.</p> <p>The current access arrangement whereby the entrance canopy faces Dartmouth Road is the optimum design solution as it will allow passengers to exit the station and move away from the station quickly. Along with all other stations along the route, the entrance layout, structure, lighting etc is in keeping with the Architectural, Urban Realm and Landscaping Design Principles set out for MetroLink within section 4.7 of EIAR Chapter 4: Description of the MetroLink Project. The proposed architectural finish provides an open station entrance from Dartmouth Road and reduces the risk of anti-social behaviour.</p> <p>All lighting within the station and at ground level will be designed to ensure that there is no significant light spill effecting nearby residential properties. Furthermore, as outlined in responses above, noise levels from the entrance canopy are not predicted to be significant.</p> |



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| 31                                                                                                      | Section 2.2.2 Construction Phase | 13 and 14 | <p>The principal access and egress to the construction compound will be from the south via Dartmouth Road. Dartmouth Road will be partially closed (one way traffic only) for 12 to 18 months for utility diversions and fully closed for between 24 and 30 months for the main station construction works.</p> <p>However, Appendix 5.2 of the EIAR outlines construction schedule and it indicates that the Charlemont Station Compound/Deep Station has a 102 month construction period from Q3 of Year 1 to Q4 of Year 9.</p>                                                                   | <p>The overall construction of the works at Charlemont Station is anticipated to be 102 weeks, see EIAR Chapter 5: MetroLink Construction Phase, Table 5.15.</p> <p>Two options have been considered in the EIAR to construct the station under Dartmouth Road. Both options utilise a top down construction method for the station, meaning that Dartmouth Road is only closed long enough to facilitate access to the site and the installation of the foundation piles and roof slab of the station, before utilities are rediverted back along Dartmouth Road and the road reinstated, with the remainder of the works continuing underneath.</p> <p>The first option considered allows for no vehicle access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-72 to 8-78. This option results in a full closure of Dartmouth Road of up to 5 years to facilitate access (utility diversions, temporary works etc.) to the site and the installation of the foundation piles, roof slab of the station and reinstatement.</p> <p>The second option (The Developer Alternative Construction Methodolgy) considered and proposed by the RO application to maintain access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-79 to 8-87. This option involves two stages on Dartmouth Road: a partial closure; followed immediately by a full closure of Dartmouth Road. The full duration of these consecutive activities is estimated to take 4 years.</p> <p>Partial Closure: To close Dartmouth Road for the works, the utilities have to be diverted. Subject to Statutory Undertaker approvals (ESB, Eircom etc.) this process is estimated to take up to 18 months, while access is maintained along Dartmouth Road via a proposed single lane closure.</p> <p>Full Closure: Once the utilities have been diverted, the road is then shut to through traffic (pedestrian access is maintained) and is estimated to take up to 30 months to complete the piling, and roof slab. The utilities and road will then be reinstated and road reopened.</p> <p>As referred to in response (54) below, the principal points of access to the site are from both Dartmouth Road and Grand Parade.</p> |
| 32                                                                                                      | 3.3.1 (P.A Reg. Ref: 2373/17)    | 17        | It also emerged during the course of considering the alignment and required depth of the track, that previous studies had failed to have due regards to the main east west sewer along Grand Canal, which the top of the tunnel had to pass under.                                                                                                                                                                                                                                                                                                                                                  | <p>The observation is not correct as TII were aware of the sewer, however, as is natural for any design being developed, further information was sought to refine the design development. Specific surveys of this sewer were undertaken over July/August 2018 (ie after publication of the EPR but prior to publication of the Preferred Route) to ascertain its precise location. This detailed information was then utilised to refine the ongoing preliminary design development of the tunnel alignment and adjacent Charlemont Station layout to ensure the sewer would be avoided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 33                                                                                                      | 3.3.1 (P.A Reg. Ref: 2373/17)    | 17        | The resulting station box that was incorporated into the commercial development was also on a different alignment and angled relative to the existing Luas line, passing under houses on Dartmouth Square West. The alignment of the line also meant that any future tie-in with the Luas Green line to the south would have to pass through existing built areas, including a significant amount of demolition within the Ranelagh area (Mander's Terrace), before tying in and replacing the Luas Green line to the south. The revised station box in the planning application is detailed below. | <p>Neither the alignment at Emerging Preferred Route (EPR) or Preferred Route (PR) stage passed underneath the houses on Dartmouth Square West.</p> <p>If in the future, MetroLink was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. It is possible that in the event of a tunnel being constructed to connect to Charlemont Station that the TBM would be launched from a site further south.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 34                                                                                                      | 3.3.1 (P.A Reg. Ref: 2373/17)    | 18        | Note that it would appear that line of the piled wall to the east is straight and differs significantly from the revised station box drawing that is contained in the planning application.                                                                                                                                                                                                                                                                                                                                                                                                         | The section of piled wall shown as straight is in accordance with what is shown on the Railway Order application drawings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 35                                                                                                      | 4. CONSTRUCTION IMPACTS<br><br>4.1 Introduction | 20       | <p>The construction impacts for the residents who are represented in this submission will be very severe.....</p> <p>While further mitigation is proposed, this is wholly without prejudice to our fundamental point that the Charlemont Station, tunnel for the turnback facility and the intervention tunnel should not form part of the Railway Order. The requested omission of the section of Metro from St. Stephen's Green to Charlemont is to safeguard amenities, ensure an economically and cost effective scheme, and provide for the proper strategic planning of public transport, all of which is in the common good.</p> | <p>Please refer to response (1) above that explains the reasons for why a station is proposed at Charlemont and that while TII are of the view that the construction environmental impacts can be mitigated with the exception of short-term temporary disturbance during the passage of the TBM, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 36                                                                                                      | Section 4.2.2 Airborne Noise and Vibrations     | 24       | <p>".....it is unclear as to where the monitoring was undertaken for Dartmouth Road in the baseline report. In the case of station piling, there is a significant discrepancy between Table 13.68 of the EIAR and Appendix 13.7. The former gives a predicted impact of 71-80 dB, while the actual appendix indicates significantly higher levels of between 78 and 83.</p>                                                                                                                                                                                                                                                             | <p>Baseline noise monitoring along Dartmouth Road (ATT 72) was measured along the footpath, outside property Number 33 Dartmouth Road. Attended monitoring Location ATT71, was measured along Dartmouth Place. The unattended monitoring location UT51 was measured within the proposed Charlemont compound adjacent to the Luas Line, and monitoring location UT52 was measured to the rear of properties within Dartmouth Square.</p> <p>In relation to Table 13.68, values for Station Piling Works: South are correct within Appendix 13.7 which are in the range of 78 to 83 at receivers 39 to 40, representing properties on Dartmouth Road. Whilst the values in Table 13.68 of the EIAR are incorrectly transcribed as marginally lower, the specific impact ratings are correctly quoted as 'Significant to Very Significant' without mitigation. Post mitigation, a marginal exceedance of the adopted threshold is identified, resulting in a residual effect of 'Moderate to Significant' during this particular phase at properties 32 -34 Dartmouth Road. The values are below the upper threshold of 75 dB LAeq,T.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 37                                                                                                      | Section 4.2.2 Airborne Noise and Vibrations     | 25       | <p>We would contend that the impacts identified above on very sensitive residential receptors are profound and not merely significant</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Please refer to response (14) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 38                                                                                                      | Section 4.2.2 Airborne Noise and Vibration      | 25       | <p>Critically, the EIAR does not assess the night time impacts of the construction compound, notwithstanding the fact that the EIAR itself as highlighted above, indicates that it will be operating on a 24/7 basis. This in itself would trigger a profound impact which has not been assessed. The EIAR is therefore fundamentally inadequate.</p>                                                                                                                                                                                                                                                                                   | <p>Both Chapter 13 Airborne Noise and Vibration and Chapter 14 Ground-borne Noise &amp; Vibration have assessed 24 hour working during the construction phase where relevant.</p> <p>The TBM will operate on a 24-hour basis, and this has been considered within Chapter 14 Groundborne Noise and Vibration for the construction phase. When the TBM is in operation then some support activities will also need to occur at the tunnel portals at Northwood and DASP , which have been assessed in Chapter 13 Airborne Noise and Vibration. Other activities such as some track laying activities are required to occur outside of daytime working hours, including night-time, and this has been assessed in Section 13.5.2.3 of Chapter 13. The final paragraph of Section 13.5.2.6.6 also discusses noise impacts during the night-time for works at Charlemont Station.</p> <p>Owing to the nature of the tunnelling works and to ensure a safe and stable method of excavation, and minimising settlement impact, the intervention tunnel construction will be undertaken 24 hours per day, seven days per week and this has been assessed in Chapter 14 Ground-borne Noise and Vibration. It is proposed that during sprayed concrete night-time support works, an acoustically clad steel framed temporary building will be used within the compound to control airborne noise breakout to surrounding sensitive properties and so there will be no significant impact as outlined in Chapter 13 Airborne Noise and Vibration.</p> <p>Please also refer to response (7) above.</p> |

| Submission No.                                                                                          |                                                |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 39                                                                                                      | Section 4.2.2 Airborne Noise and Vibration     | 25       | Table 13.90 of the EIAR refers to the impacts upon certain properties including ID 34-35 (10-11 Cambridge Square). This reference to this property is wholly misleading. This mews house at 35 Dartmouth Road was constructed in the rear garden of Nos.11 Cambridge Terrace (not Cambridge Square). The Eircode for 35 Dartmouth Square is D06 P6Y1. This property is not properly referenced in the EIAR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The residual noise levels in Table 13.90 relate to the rear façade of properties along Cambridge Terrace (it is noted this is incorrectly referred to as Cambridge Square in the EIAR) Figure 13.2, Sheet 30 illustrates the assessment locations. When read together, the clerical error is apparent and the meaning of the EIAR is clear. The residual noise levels at receptor 34 and 35 (10-11 Cambridge Terrace) relates to the upper floors of these residential buildings which are 3 stories in height. The adjacent properties along Dartmouth Road are two story properties and the calculated residual noise levels at these floor levels benefit to a greater extent from the enhanced 4m noise hoarding around the compound. Noise levels at receptor 39 are representative of the mews building at 35 Dartmouth Square. TII therefore consider, notwithstanding the observation regards referencing, that the assessment undertaken is correct.                                                                         |  |
| 40                                                                                                      | Section 4.2.2 Airborne Noise and Vibration     | 25       | Construction Noise Levels at No's 10 & 11 Cambridge Square are calculated to exceed the NI trigger value.....<br><br>The mitigating measures in the EIAR must be deemed inadequate in relation to the detail provided. It is inconceivable that the properties next door (i.e. nos. 32, 33 and 34 Dartmouth Road) would not experience the same or very similar residual impacts, given they have effectively the same relationship with the site compound and the station works as no.35 Dartmouth Road (specified as 10-11 Cambridge Square)                                                                                                                                                                                                                                                                                                                                                                                                   | Numbers 32 to 34 Dartmouth Road (Receptor ID 's 40 and 41) have a predicted magnitude of impact of 'significant to very significant' before the implementation of mitigation measures. This is the same magnitude of impact as 10 and 11 Cambridge Terrace (receptor ID 34) as outlined in Table 13.68, which outlines potential significant construction noise impacts.<br><br>Table 13.90 provides the significant residual noise impacts (after the implementation of mitigation) at 10-11 Cambridge Terrace (incorrectly called up as Cambridge Square) due to fact that these buildings are 3 stories in height and so noise barriers are not effective at mitigating noise on the third floor the houses. Therefore application of the Airborne and Groundborne Noise mitigation policy is proposed for these receptors. This policy document outlines a procedure to allow TII to work with affected properties in order to identify the most appropriate mitigation.                                                          |  |
| 41                                                                                                      | Section 4.2.3 Ground-borne Noise and Vibration | 26       | The EIAR takes Dartmouth Square West as the location for this element of the assessment. However, the tunnel and works associated with it, do not pass under the houses on Dartmouth Square West. The main tunnel and indeed the intervention tunnel do however, pass under directly 32 to 34 Dartmouth Road. This is a significant inadequacy in this part of the EIAR. Effectively the EIAR fails to assess the very significant potential impacts upon our clients' properties, amenities and human health.                                                                                                                                                                                                                                                                                                                                                                                                                                   | The reference to "Dartmouth Square West" in Table 14.29 refers to the location where the highest modelled noise value was predicted in this general area (17 Dartmouth Square West). However it is not true to say that the analysis did not include for the properties on Dartmouth Road. These have been fully assessed with results presented in Appendix A14.5 and on Figure 14.2. For clarity a number of properties in the Dartmouth Square/Dartmouth Road area will experience temporary exceedances for approximately 2 weeks in groundborne noise levels during the passage of the TBM as per the results presented in Appendix A14.5. (Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels and potentially relocation where this is requested. |  |
| 42                                                                                                      | Section 4.2.3 Ground-borne Noise and Vibration | 27       | The impact of ground borne noise and vibration for each of the project elements listed above was assessed, but only in relation to Dartmouth Square West.....<br><br>The assessment of the impacts of the intervention tunnel have not been undertaken. Table 14.13 assumes that the construction methodology for the intervention tunnel will be "Drill-and-blast". The impacts associated with either blasting or drilling of this 360m tunnel, which passes under the properties at Dartmouth Road, have not been assessed.<br><br>Table 14.11 of the EIAR indicates that the construction of the intervention tunnel is assessed under airborne impacts in Chapter 13, notwithstanding that the construction method would be blasting (i.e. Air overpressure). Both Figures 14.4 and 14.5 (extracts above) clearly do not assess the impacts of this intervention tunnel on any properties on Dartmouth Road or further south into Ranelagh. | Please refer to response (41) with regard to the reference to the assessment at Dartmouth Square West only. Please refer to responses (8) and (15) above that explains that drill and blast will not be used to construct the intervention tunnel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

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| 43                                                                                                      | Section 4.2.4 Mitigation                      | 27       | <p>Given the deficiencies in the EIAR, it is impossible to judge whether the mitigation measures are adequate. There is little that can be done in terms of mitigation to render the impacts non-significant, particularly where these have not been identified in the first instance.....</p> <p>In addition, the interaction of noise effects will be significant. Only 6 locations have been identified for pre-construction surveys in relation to noise and vibration arising from the project. While the Charlemont station new oversite development is identified, the properties on Dartmouth Road are not.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>TII have responded to all observations made on the EIAR by the respondent. TII do not agree with the respondents opinion that there are deficiencies in the EIAR.</p> <p>In terms of the potential for (N&amp;V) mitigation measures to be effective, in Chapter 13, modelling has been undertaken of the potential effects with no mitigation in place and then with mitigation in place where it is required, thereby demonstrating the effectiveness of the proposals. The only exceedances of criteria identified for Groundborne Noise and Vibration relate to the passage of the TBM and as highlighted in section 14.5.1.1 of that chapter there are no effective ways of reducing the groundborne noise and vibration associated with this short term activity (predicted to occur for up to two weeks) at source. Therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>In addition TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6). This could for example include relocation during peak construction for residents significantly affected by the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 44                                                                                                      | Section 4.3.2 Tunnel Driving and Secant Walls | 29       | <p>The 30m deep excavation will be within the boundary thus described. This secant wall, and very deep excavation proposed, will be within 14m of the rear walls of three storey Victorian houses on Dartmouth Square West, and within 8m of the front elevations of Victorian two/three storey houses n Dartmouth Road. It is a mere 2m from the front elevation of No. 35 Dartmouth Road.</p> <p>Following completion of the station box, it is proposed to drive a TBM through the north east end of the box, and exiting through the south west corner, continue the tunnel boring activity for 350m further south, to behind Ranelagh Village.</p> <p>Ground settlement following the construction of both secant walls and TBM tunnelling is inevitable. it is unavoidable, and it will occur. It will occur to varying degrees, across a settlement zone around the excavation of the tunnel centre line, and behind all the secant walls.</p> <p>Compounding the alarming settlement projections of between 35mm and 45mm caused by deep secant wall, and subsequent excavations, wall deformations, and disturb the water table, the whole of the residential stock within the established slump zone will be subjected to further compounding settlement disruptions with the arrival, and departure, of the TBM tunnelling process, some two years later.</p> <p>Engineering research experience has shown that projection of accurate expected settlement is usually unreliable, and results usually fall within certain ranges above or below expected. This is an important point in the consideration of settlement impacts associated with the proposed development.</p> | <p>EIAR Appendix 5.17, section 4.2 explains the methodology, empirically based and industry recognised approach to estimate the predicted ground movements generated by tunnel, and cut and cover construction, taking account of the design, construction methods and ground conditions. Both cut and cover, and tunnelling generated construction ground movements have been taken account of at this location. TII agree with the observation that ground movements can be challenging to predict and hence the parameters used by TII to predict ground movements are intentionally conservative, and are based on documented empirical data.</p> <p>Settlement and horizontal movements for retaining wall construction and bulk excavation associated with the station box and retaining walls have been undertaken based on the case history data documented in CIRIA Report C760 "Embedded retaining walls – guidance for economic design", taking account of the ground conditions, proposed design and construction methodology. Further details for which can be found in EIAR Appendix 5.17, section 4.2.5.</p> <p>The TBM will be of the type that maintains positive pressure to the face and surrounding ground while the segmental tunnel lining is installed, thereby allowing ground movements to be closely controlled and minimised. TII would also note that TBM entry and exit from the station box will be sealed, with possible ground treatment to further stabilise the ground if required, to manage ground movements within acceptable limits.</p> <p>The prediction of tunnelling generated ground movements has been undertaken in accordance with the volume loss methodology outlined in CIRIA PR 30. This is an empirical method based on the percentage of tunnel volume excavated that is over and above that required for the tunnel itself. The calculation of the resultant settlement trough requires the derivation of a number of ground factors, these are explained in EIAR Appendix 5.17, sections 4.2.2. to 4.2.4. Similar to the cut and cover ground movement predictions, conservative volume and trough width parameters have been selected to ensure the ground movements predictions at this stage are robust.</p> <p>Please also refer to response (10) above that summarises the results of the construction generated ground movement impact assessment.</p> |

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| 45                                                                                                      | Section 4.6 Phasing & Programme | 30       | <p>.....the construction period for Charlemont Station is 102 months, or 8.5 years.</p> <p>It is quite clear that this station box which has already been constructed constitutes main works that form part of the first stage of the MetroLink project. They do not relate to the commercial office development.</p> <p>The length of time that the residents of Dartmouth Road have to endure is not temporary with reference to the EIAR Guidelines (EPA 2022). The EIA Directive requires a project to describe the likely significant effects, including the duration and frequency of effects. Table 3.4 of the EIAR Guidelines sets out definitions, which the introduction and project description suggests have been used.</p> <p>It is clear the duration of the impacts fall within a medium term effect as they last between seven to fifteen years. This is length of time is intolerable for any resident on Dartmouth Road.</p> <p>We also contend that this is a significant inadequacy in the EIAR. The duration of the effects in accordance with the guidelines are not given in any of the relevant chapters in so far as they relate to Dartmouth Road.</p> | <p>Regards the observation "that this station box which has already been constructed constitutes main works that form part of the first stage of the MetroLink project. They do not relate to the commercial office development." please refer to response (2) above.</p> <p>TII do not agree that the duration of impacts have not been assessed. As described elsewhere, the works are undertaken in a series of stages to construct the station, while reducing the impact on residents along Dartmouth Road and elsewhere at Charlemont. The assessment undertaken in the relevant chapters of the EIAR is detailed and comprehensive and reflects the different stages of construction and the effects resulting. As a result, effects are described in terms of the duration of these effects, rather than an overall duration for the whole of the construction phase which would be inaccurate. The most impactful construction activities at Charlemont in terms of settlement, noise, vibration and traffic (piling, station build and excavation) will occur in the first 4 to 5 years of the scheme and therefore TII do not agree that the "duration of the impacts fall within a medium term effect as they last between seven to fifteen years". All of these impacts, including the planned closure to vehicle traffic along Dartmouth Road have been assessed and mitigation proposed in the EIAR.</p> <p>Please note that for each of the impact assessment chapters in the EIAR, the likely significant effects, including the duration of these effects are presented as per the EIAR Guidelines definitions. Further descriptors of the works, including a programme of the construction phase for each construction compound is presented in Appendix A5.2.</p> |

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| 46                                                                                                      | Section 4.6 Phasing & Programme | 32 and 33 | <p>3. Length of Closure of Dartmouth Road</p> <p>It is the view of the IEE, that even if it proves impossible or impracticable to move back the D-wall line from the far kerb line (see above) in any event there is no good engineering or planning reason to close Dartmouth Road for this extremely extended period. There are a number of alternate construction approaches, widely used, which would enable Dartmouth Road, which is quite narrow, to reopen after a matter of several weeks or a very few months two of which we outline below.</p> <p>i) Top down Construction</p> <p>ii) Temporary over decking with a steel 'umbrella' or bridge.</p> | <p>TII disagree that the works under Dartmouth Road could be completed and the road reopened “after a matter of several weeks or a very few months” with either of the methods described. One of these methods, Top-Down construction is proposed for all deep station construction on MetroLink and is as set out in the EIAR Chapter 5, section 5.5.9, Underground Stations.</p> <p>Top-down Construction:</p> <p>This methodology will assist to minimise the duration of the proposed closures on Dartmouth Road. Chapter 5, section 5.10.13 Charlemont Station sets out the outline sequence proposed for a consecutive partial and full closure along Dartmouth Road, further described below as follows:</p> <ul style="list-style-type: none"><li>• Commence utility diversions – Dartmouth Road partially open to through traffic and partial parking suspensions (Estimated duration: 12 to 18 months).</li><li>• Dartmouth Road Closed (Estimated duration: 24 to 30 months):<ul style="list-style-type: none"><li>- Site established, hoarding and protection works.</li><li>- Complete final utility diversions.</li><li>- Prepare and install DWall.</li><li>- Excavate and construct roof slab under Dartmouth Road.</li><li>- Reinstate Dartmouth Road, including utilities.</li><li>- Reopen for through traffic and local parking.</li></ul></li></ul> <p>Therefore, the total duration of works on Dartmouth Road is estimated to be between 36 to 48 months, with the road closed to traffic and parking for up to 30 months during this period.</p> <p>Once Dartmouth Road is reopened the remainder of the works will continue to completion below ground without any further major impact on the roadway and parking above.</p> <p>Temporary Over decking/Bridge:</p> <p>While feasible, it is TII's view that a solution to create the station box under Dartmouth Road using temporary over decking would add further unnecessary complexity to the construction sequence with no tangible impact improvement for residents. While traffic could be facilitated through Dartmouth Road across the temporary decking or bridge, residents parking would remain impacted for the duration that the decking/bridge is in place. Dartmouth Road would then have to be closed again to remove the temporary decking and to reinstate the utilities and the road before it is fully restored for both traffic and parking. The duration of such a scheme is likely to be longer than the Top-down option assessed in the EIAR.</p> <p>Therefore, the assessment presented in the EIAR (Top-down construction) is a credible robust scenario in terms of the durations of proposed road closures on Dartmouth Road.</p> |
| 47                                                                                                      | Section 4.7 Working Hours       | 36        | <p>It is quite evident that the works undertaken outside of this standard work week is going to be extensive and ongoing given the extent of works required in relation to the station construction, site clearance, tunnel construction and MEP station works. This is effectively going to (be) a 24/7 construction (site) for a significant period of time over the 9 years of the project.</p> <p>.....this will be an intolerable level of interference in amenities with a loss of sleep, general disturbance and psychological impacts resulting in a detriment to human health.</p>                                                                    | <p>Please Refer to responses (7), (15), (17) and (21).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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| 48                                                                                                      | Section 4.8 Construction Compound | 38       | Access to the houses on Dartmouth Road is going to be severely restricted for 9 years. All on-street parking is removed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The duration of the works impacting Dartmouth Road is set out in Chapter 5, section 5.10.13. While acknowledging that restrictions to Dartmouth Road properties will be significant, the duration of those restrictions will not be the full 9 years of the construction works at Charlemont Station.</p> <p>Pedestrian access to the houses along Dartmouth Road will be maintained at all times. During the 18 months of the utility diversions works along Dartmouth Road, through traffic and on street parking can be maintained along one side of the street, alternating between sides to suit the utility diversion works. Following the completion of the utility diversions, Dartmouth Road will be shut for through Traffic and Parking for up to 30 months, while pedestrian access will be maintained. This will impact on street parking between, 35 (the property at the rear of 11 Cambridge Terrace) through to 29 Dartmouth Road (south) and 28 to 26 Dartmouth Road (north). On completion of these works, the hoarding will be moved back to the other side of Dartmouth Road, the road reopened and parking reinstated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 49                                                                                                      | Section 4.8 Construction Compound | 36       | A 'Developer Alternative' for the sequencing is outlined in Appendix A5.3. This is evidently much better than the main sequencing presented in the Appendix, as it allows for Dartmouth Road to be retained as a functioning road for a longer period of time and the construction compound is set back from the nos.32-35. However, it is unclear what the status of this alternative is. It is not referred to in Chapter 7 relating to Alternatives. The only reference to alternative assessment of compounds is in Table 7-19 where it indicates that no alternatives were considered as the compound had to centre on the station box. indeed, this is a further demonstration of how the commercial development at Two Grand Parade has prejudiced the entire EIA process, as it has not been possible to properly consider alternative construction compounds and station locations as this was previously determined by TII in advance of any rail order application. | <p>The rationale for the location of Charlemont Station is provide in response (1) above. Chapter 7: Consideration of Alternative Construction Compounds, section 7.8.3 Location of Construction Compounds, references the selection and assessments of the proposed construction compounds along the MetroLink Alignment.</p> <p>In the majority of cases, including Charlemont it is not possible to consider an alternative site for a construction compound as the site is the location of the construction works for the MetroLink Station at Charlemont. Table 7-19 also refers.</p> <p>The commercial development that has been developed on the site did not in any way preclude alternative construction methods that would potentially reduce the duration of closure on Dartmouth Road. In so far as there are any constraints at this location, they are due to the construction of the principal development at Two Grand Parade, not the incorporation of a roof slab to facilitate the construction of a station. The incorporation of a roof slab reduces constraints in this area, promoting the objectives of the EIA Directive. The only alternative with fewer constraints would have been if ABP had refused permission for Two Grand Parade, sterilising the site, and frustrating the achievement of the zoning objective (which is set out in a Development Plan that had been subject to SEA).</p> <p>The site and thus location of the proposed Charlemont Station is constrained on all four sides of the site while response (29) above explains the rationale for the sizing of Charlemont Station, and hence the need to extend out under Dartmouth Road. However regrettably, it is not possible to avoid a road closure.</p> <p>TII are very cognisant of the impact on residents of Dartmouth Road from a road closure and have examined the construction methodology carefully, with two options presented in Appendix A5.3 and assessed in the EIAR. As referred to in response (31) above, one option included the completion of a review with the Developer of Two Grand Parade of an alternative construction sequences referred to as the “Developer Alternative Construction Methodology”. The outcome of this review led to the possibility of reducing the duration of the road closure on Dartmouth Road, which has been outlined in response (46) above.</p> <p>The assessment presented in the EIAR is a credible robust worst-case scenario in terms of the proposed road closures, but it may be possible for the contractor to propose another alternative solution to reduce the duration of the periods of the road closure further, as long as any changes proposed do not result in any additional environmental effects.</p> |

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| 50                                                                                                      | Section 4.9 Traffic and Transport<br><br>Section 4.9.1 Traffic Modelling and Assumptions | 39       | From a review of Appendix D of Appendix A9.5 local impact assessments of junctions around the stations using LinSing modelling was undertaken with the exception of Charlemont Station. Effectively, it appears as though the entire assessment was reliant on the strategic modelling exercise at this location. Notwithstanding this significant deficiency, certain conclusions can be drawn from the limited assessment which was undertaken.                                                                                                                                                                                                                   | <p>It is not correct to say that the entire assessment was reliant on the strategic modelling exercise at Charlemont. It is also incorrect to say that a limited assessment was undertaken.</p> <p>Please refer to response (9) in relation to the local junction modelling undertaken as part of Appendix A9.5 Scheme Traffic Management Plan. As indicated, local LinSig junction assessments were not undertaken at Charlemont Station as the design indicated it would not meet the criteria.</p> <p>However, local traffic modelling was undertaken to assess the impact of construction traffic and the proposed traffic management measures on the surrounding road network. Impacts to driver delay and traffic flows were assessed and presented. Please refer to response (20) in relation to the local traffic modelling assessments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 51                                                                                                      | Section 4.9 Traffic and Transport<br><br>Section 4.9.3 Access, Loading and Parking       | 39 & 40  | Appendix A9.5 suggests that the impact upon loading, parking and access is either slight or moderate. This in our opinion under-estimates the impact upon the residents of the properties listed in this submission. There will be a very severe impact upon access to their properties which is reflected in the loss of parking, no access for deliveries or bin collection. Critically, no assessment has been undertaken in relation to fire, ambulance and other emergency access. The entire stretch of Dartmouth Road will be closed off to traffic, with a hoarding positioned to the back edge of the pavement preventing access in the case of emergency. | <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, traffic management plans for the construction of MetroLink have been developed to minimise the impact of the Project on road users, and to maintain access to properties. A hierarchical approach to traffic management has been adopted, with pedestrian, cyclist, public transport and commercial needs provisions taking priority over private vehicles, in line with the GDA Transport Strategy.</p> <p>As identified in Appendix A9.5 Scheme Traffic Management Plan, the impact on parking and loading, and local access has been assessed on the following parameters and key performance indicators:<br/>* quantum of on-street parking removed - removal of &gt;30% residential parking with 200m, or removal of &gt;10% commercial parking within 200m;<br/>* quantum of loading bays and taxi bays removed- reduction of on-street loading facilities within 200m; and,<br/>* additional distance travelled due to diversions - diversion of over 2km for commercial access.</p> <p>During the partial closure of Dartmouth Road, diversions will be indicated to ensure access is maintained. To mitigate the increase in journey length and U-turn needed to route northbound, removal of the right-turn ban at this junction will reduce the diversion distance.</p> <p>During the complete closure of Dartmouth Road, approximately 30 on street parking spaces will be lost during the main works, however there will be no impact to on-street loading bays. EIAR Chapter 05 (MetroLink Construction Phase) specifies the 5 residential properties that will be impacted during the works. The closure will be monitored to determine if it is required at all points, or if the spaces can be temporarily reinstated throughout the works. This commitment is detailed in Chapter 9 (Traffic and Transport) section 9.7.1.2.</p> <p>Traffic management measures and road construction works is based on the key principle (among others) of maintaining uninterrupted access for emergency vehicles. During the duration of the road closure along Dartmouth Road, access for emergency response vehicles will be maintained through the site to the edge of the excavation in front of No. 32 to 35 Dartmouth Road. The Outline Construction Environmental Management Plan (CEMP) referred to in Appendix A5.1 sets out the full requirements of the main contractor to protect the environment during the construction phase. The CEMP includes the requirement to provide an Emergency Response Plan, section 5.10. The plans for emergency access through the site will be developed by the contractor and agreed in consultation with the emergency services and documented as part of the detailed CEMP in advance of construction commencement for approval by DCC.</p> <p>Please also refer to responses (52) and (53) below.</p> |

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| 52                                                                                                      | Section 4.9 Traffic and Transport<br><br>Section 4.9.4 Pedestrian Movement | 40       | Pedestrian movement in and around the construction compound will be severely constrained. A narrow footpath will be retained in front of the houses on Dartmouth Road. Pedestrian and HGV conflicts will be inevitable, particularly at the entrance and exit to the compound, which is immediately in front of the houses.                                                                                                                                                        | As indicated in EIAR Chapter 09 (Traffic and Transport), pedestrian access on Dartmouth Road will be maintained with a reduced footpath width measuring a minimum of 1.8m. Appendix A5.1 Outline CEMP details the proposed mitigation and monitoring measures that the contractor(s) will be required to adhere to during the construction phase. As detailed, there will be strict controls and regulations at the site entrances/exits for construction vehicles in order to ensure the safety of other road users. This is standard practice for all construction site accesses and egresses.                                                                                                                                                                                                                                                                                                                                                 |
| 53                                                                                                      | Section 4.9 Traffic and Transport<br><br>Section 4.9.5 Summary Assessment  | 40       | <p>The assessment provided in Appendix A9.5 in section 7.11.7.2 highlights that in relation to the main works the impacts are as follows:</p> <ul style="list-style-type: none"><li>• Severe impact upon traffic volume redistribution</li><li>• Moderate impact from HGV volume increase</li><li>• Moderate impact upon cyclists caused by diversions</li></ul> <p>This does not accurately consider the impact as detailed above in relation to access, loading and parking.</p> | <p>Section 7.11.7.2 outlines a summary of the impacts identified in the assessment of the main works. The summary outlines where moderate or above impacts have been identified in the Phase 2 impact assessment. Therefore, based on the assessment ratings, the impact on parking and loading was not noted in the summary.</p> <p>Please refer to response item (51) in relation to the methodology for assessing the impact to parking and loading. The loss of 30 spaces at this location is less than 30% of the available parking within 200m, and therefore is not considered significant. Parking will be restricted on Dartmouth Road however pedestrian access will be maintained to the properties, and therefore residents can utilise available parking in the surrounding area and walk to their property.</p> <p>Please refer to response item (51) in relation to the impacts to access, loading and parking at Charlemont.</p> |

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| 54                                                                                                      | Section 4.9 Traffic and Transport<br><br>Section 4.9.5 Summary of Assessment | 40       | <p>View of the Independent Engineering Expert (IEE) - RINA</p> <p>Our view is that while this would no doubt be convenient from a construction perspective, the reality is that the impact on the residents of the entire length of narrow Dartmouth Road will be very considerably negative, for a period of some years. The safety of this arrangement on all locals but particularly the elderly and young children and other vulnerable persons should be very closely examined.</p> <p>Given that 'through flow' construction sites are by no means the norm (most major construction sites will demonstrate the use of the single entrance and exit format), we suggest that TII consider this and accommodate both entry and exit from the site on Grand Parade, which is wider and actually entirely open on one side (facing the canal) with buildings on the other side a considerable distance away.</p> <p>As confirmed by the RINA analysis, the proposal of a HGV 'drive through' is done for the convenience of the developer and not to reduce the impact on residents. We agree with the opinion of the IEE suggests that the Applicant should accommodate both entry to and exit of HGVs from the site on the Grand Parade.</p> | <p>While acknowledging the comments received from RINA, it is not possible to limit construction traffic to and from Grand Parade only for the full construction period without resulting in major impacts to the efficient delivery of the works, including the duration of construction. Construction traffic flow to and from the site is evenly balanced between Grand Parade and Dartmouth Road during the construction phase limiting impacts on all road users around Charlemont.</p> <p>The site area and width restrictions as referred to in response (29) above constrain traffic management options within the site. During the completion of the roof slab across the whole site it will not be possible to connect through traffic between Grand Parade and Dartmouth Road. On the completion of the roof slab, and with Dartmouth Road reopened, the vast majority of the station is excavated from the south (adjacent to Dartmouth Road) in a mining technique under the completed roof slab. This is illustrated as Phase 3 on Charlemont Station Developer Alternative Construction Methodology Appendix A5.3, as referred to in response (31) above.</p> <p>From this stage until the works are completed the roof slab will allow a connection between Grand Parade and Dartmouth Road but limited to a single lane and subject to periodic closures to facilitate the station construction programme. To limit impact on Dartmouth Road from the excavation stage until completion, construction traffic will either arrive or depart the site via Grand Parade or Dartmouth Road, transiting the site one-way and exiting at the opposite end of the site to which they arrived. During the periodic closures of the one-way system referred to above, arrivals and departures from site will be at both access points. While it is essential that flexibility of construction operations is maintained as described above, from the mined excavation stage onwards priority will be given to use Dartmouth Road only for departing construction traffic, further lessening the overall impact for all users of this road.</p> <p>While maintaining two points of access from the Charlemont Station site the EIAR assessment has considered all users impacts, including vulnerable users as a consequence of the proposals (Please refer to Appendix A9.5, section 7.11.6.3 Main Works Phase 2 Assessment (Charlemont)). As referred to in Appendix A9.2 Overall Project Traffic &amp; Transport Assessment, TII have through pre-construction planning in advance of the Railway Order anticipated the implications of the planned works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. While the works will attract additional traffic to and from this station location, the assessments of vehicle movement during the peak construction phase will generally add approximately 50 additional daily movements of construction vehicles each way to the existing traffic flows. As detailed in Appendix A9.5 Scheme Traffic Management Plan section 7.11.6.3, model outputs indicate this will result in a moderate increase in HGV movements during construction. The most significant increase, of just over 2% will be in both directions along Ranelagh Road/Charlemont Street, however elsewhere in the area, increases are significantly lower.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on all road users at Charlemont, and to maintain access to businesses and other premises. The Scheme Traffic Management Plan Appendix A9.5 section 7.11 refers to the traffic assessment undertaken at Charlemont Station with the route to and from the site provided in Figure 7-56. The Plan will include measures such as the establishment of Local Community forums which will cover areas local to each station, where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight, and all access and egress from sites will be controlled by marshals to ensure safety at all times.</p> <p>Prior to implementation, all traffic management measures will be agreed with DCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> |

| Submission No.                                                                                          |                                      |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 55                                                                                                      | Section 4.10 Impact on Utilities     | 41       | It is evident that the diversion of utilities on Dartmouth Road and Dartmouth Square West will have a significant impact upon local access, including pedestrian, cycle and vehicular.                                                                                                                                                                                                                                                                                                                                                                                    | Please refer to response (48) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 56                                                                                                      | Section 4.12 Interactions of Effects | 41       | Again we consider it to be wholly inadequate as it fails to adequately address the interactions between air borne noise and vibrations, ground borne noise and vibrations, traffic impacts, visual impacts (e.g. of the hoardings) and human health. All of these effects come together in an interaction which significantly impacts upon the amenities of the residents listed as part to this submission. Moreover, the inadequacies of the assessments of individual effects, as highlighted above, are compounded when considering the interaction of these effects. | TII disagree with this statement. Chapter 29 of the EIAR presents a comprehensive and detailed assessment of a number of interactions of environmental topics. In Table 29.1 of the chapter the topics that are deemed to interact with each other significantly are set out. It is also worth noting that the Chapter states that "Some of the environmental topic assessments within this EIAR already address impact interactions. For example, Chapter 11 (Population & Land Use) provides an assessment of effects on community amenity, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration. Furthermore, Chapter 10 (Human Health) describes and assesses how a combination of impacts on health determinants (air quality; noise and vibration; community amenity; traffic and transport) can interact and influence health outcomes." In the main it can be observed from the assessment presented in the EIAR that impacts are not predicted to significant once mitigation measures are in place with the exception of exceedences for noise during some limited construction phases. As a result, the potential for interactions is limited as outlined in Chapter 29 of the EIAR. However, having regard to noise, where residents consider that their circumstances merit additional mitigation measures, these can be applied for as per the process outlined in Appendix A14.6 Airborne Noise & Groundborne Noise Mitigation Policy. |

| Submission No.                                                                                                                                                                                                                                                                                                                    |                                                                      |           | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 57                                                                                                                                                                                                                                                                                                                                | Section 5.2 Noise and Vibration                                      | 43        | The proposed over track ventilation system and smoke system gives rise to impacts that have not been properly assessed in terms of noise and air emissions. These systems are directly opposite nos. 34 and 35 Dartmouth Road.....                                                                                                                                                                                                                                                                                         | <p>Further to response (12) and (22) above, the EIAR Chapter 13, sections 13.2.3.2 and 13.5.3.2.3 recognise that ventilation systems if not designed and mitigated effectively are potential noise sources. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>• Reduction of induct flow rates;</li><li>• Reduction of elements in the airflow;</li><li>• In duct attenuators;</li><li>• Orientation of grilles and louvres away from sensitive receptors;</li><li>• Acoustic louvres; and</li><li>• Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 58                                                                                                                                                                                                                                                                                                                                | Section 5 Operational Impacts<br><br>Section 5.2 Noise and Vibration | 44 and 45 | 5.2.2 Ventilation Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Further to response (57) above and as outlined in Section 13.5.3.2.3 of the EIAR the development of the ventilation design included consideration of noise emissions whereby potential noise sources from the ventilation systems were identified as the ventilation shafts and grilles at ground levels. During a tunnel emergency situation noise levels at the external grilles would be elevated. However these noise levels would be below 55dB LAeq at 10m distance. It was considered that in emergency cases this level of noise was acceptable. It should be noted that there is no "missing study" and that the reference to an acoustic study is part of the "preliminary design development " for the project which is summarised in Chapter 4 and Chapter 6 of the EIAR.</p> <p>The assessment of ventilation systems has been assessed in line with best practice for this type of fixed installation and as is normal will be further refined as the design develops. The observer has not identified any failure to adhere to best practice guidelines in the assessment, which has demonstrated that the the ventilation can be provided at this location within noise thresholds consistent with residential amenity. It is anticipated that adherence to those thresholds will be a condition of the RO as standard.</p> |
|                                                                                                                                                                                                                                                                                                                                   |                                                                      |           | Ventilation is an important element of the design and workings of the tunnel, for instance in relation to maintaining adequate levels of moisture in the air and to air quality. Yet it does not appear that it was subject of a full assessment. In fact, it will be subject to 'further design development'. Section 13.5.3.2.3 of the EIAR indicates that an acoustic study was undertaken to assess the proposed ventilation strategy. This important referenced study is not included as an appendix to the EIAR..... | <p>In that regard, Section 13.2.6.2.4 of Chapter 13 of the EIAR states that noise level from all fixed installations (which includes ventilation plant from stations) will be limited to not exceed an operational noise level of 50 dB LAeq,16hr during daytime periods and 45 dB LAeq,8hr at noise sensitive buildings to achieve acceptable internal noise levels with windows open. The section also notes that in areas where background noise levels (expressed using the LA90 parameter) are below the fixed noise limits above, there is potential for the operation of a new noise sources at this level to be audible and to generate potential significant effects, depending on the magnitude above the background noise level. Therefore, when considering the potential impact of the noise emissions from operational plant associated with the proposed Project consideration will also be given to the British Standard BS 4142 (BSI 2014 +A1 2019).</p>                                                                                                                                                                                                                                                                                                                                                                      |
|                                                                                                                                                                                                                                                                                                                                   |                                                                      |           | We would emphasise here that specific noise levels from ventilation from ventilation systems have not been assessed as part of this EIAR but rather would 'be calculated as part of the further design development.' Effectively the impacts upon nos. 32 to 35 Dartmouth Road of the ventilation systems illustrated on the figure above have not been assessed.                                                                                                                                                          | <p>Background noise levels measured at Location UT52 to rear gardens of Dartmouth Square. This value was used as a more conservative estimate of the background levels of noise in the area, which is representative of Dartmouth Road.. The measured background levels here are below the fixed limits above (Table 13.30, Chapter 9 of EIAR), and hence in line with the EIAR noise design criteria for fixed installations, the design of operational plant will also be undertaken in line with BS 4142: 2014 + A1 2019 to ensure no significant noise impact arises as a result of the operational phase plant items. The operational noise criteria for this source is therefore largely dependent on the most up to date and accurate prevailing background noise level. Given the fixed items of plant will not be installed until some 8 years post project commencement, the background noise environment will be resurveyed at the time of the design development to ensure the most up to date information informs the design, specific plant selection and mitigation to comply with the noise criteria set within the EIAR, which forms part of the Railway Order.</p>                                                                                                                                                           |
|                                                                                                                                                                                                                                                                                                                                   |                                                                      |           | 5.2.3 Ventilation - Observation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>This will be undertaken to determine the permissible increase above the prevailing background noise level to avoid any adverse noise impact in accordance with the standard. As discussed, this approach is set as part of the criteria proposed for the project and hence forms part of the proposed railway order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                                                                                                                                   |                                                                      |           | It should be noted that ventilation is also not an element considered under the alternative chapter. There are different technologies that could be used for ventilation, the location of fans and vents could be different, yet no alternative was considered.                                                                                                                                                                                                                                                            | <p>Due to ongoing design development of the systems under consideration here, it is premature to define the specific attenuation measures for noise control until the specific make, model and size of the units is procured. This information alongside the most up to date background noise levels will then inform the acoustic design study at each ventilation location in line with best practice. Notwithstanding, the resultant noise impact will be not significant at the closest noise sensitive locations.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| It is queried why noise that is continuous is not assessed as part of this EIAR and may be assessed as part of future iteration. There is no indication that this would be subject of a consultation with potentially affected parties unless this is clearly specified in a condition of a potential grant of the railway order. |                                                                      |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                                   |          |                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                          |
| 59                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.2.4 Train Operations - Description | 46       | Section 6.6.3 of the EIAR discusses communication systems, particularly communications with passengers.....These systems are an integral part of the operation of the train service, yet are not adequately addressed. | Measures to mitigate noise from the use of public address systems are detailed in Chapter 13 (sections 13.5.3.2.4 and 13.6.2.4). Best practice design principles will be employed to minimise noise breakout at the surface from these systems via escalators, lift shafts and stairwells. There are no significant impacts associated with this source. |

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| 60                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.2 Noise and Vibration 5.2.6 Train Operations - Observations | 47 & 48  | <p>5.2.5 Train Operations - Assessment</p> <p>While Dartmouth Square West is assessed, it is highlighted that Dartmouth Road is not assessed, notwithstanding that it is opposite the southern station entrance.</p> <p>5.2.6 Train Operations - Observation</p> <p>It is queried why only train rolling have been accounted for in the assessment of groundborne noise at operational stage. As demonstrated in the preceding section, there are other elements that should have been assessed, specifically ventilation. Ventilation, train rolling and the use of the PAVA system should be cumulatively assessed in accordance with the requirements of the EIA directive to provide a more accurate picture of operational noise levels.</p> <p>By way of comparison, we refer to the noise impact assessment prepared as part of the Crossrail Project.....We note the following project elements were considered as part of the assessment of noise levels arising from the operational phase.....</p> <p>In summary, there is a variety of potential sources of noise which could arise from the operational phase. Either these were overlooked by the applicants or scoped out. If the latter applies, an explanation should be provided.</p> <p>As a minimum, noise arising from ventilation and traffic should have been considered as these are measurable. Given that underground metro systems are common in Europe, where the EIA Directive also applies, it is hard to comprehend why the operational noise assessment is so scant and includes so little information.</p> <p>We query why the assessment of predicted noise levels at operational stage has been narrowed to include sole consideration for train rolling but no other sources of noise. (for example traffic, PA Systems, escalators, ventilation etc, and potentially in operation 19 hours per day). The results presented by TII are not realistic and do not comply with the requirements of the EIA Directive which require that impacts be assessed cumulatively. We also contend that by excluding much of the potential sources of noise, the results presented are misleading and inaccurate.</p> | <p>As per the response to Item (40) above, TII acknowledge that the text in the EIAR chapter is a little misleading in regard to the assessment of "Dartmouth Square West" in Table 14.29. Here it refers to the location where the highest modelled noise value was predicted in this general area (17 Dartmouth Square West). However it is not true to say that the analysis did not include for the properties on Dartmouth Road. These have been fully assessed with results presented in Appendix A14.5 and on Figure 14.2. For clarity a number of properties in the Dartmouth Square/Dartmouth Road area will experience temporary exceedances for approximately 2 weeks in groundborne noise levels during the passage of the TBM as per the results presented in Appendix A14.5. (Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.)</p> <p>Section 13.5.3.2.4 of the EIAR notes that the majority of station structures for the proposed Project will be fully underground. Any breakout of noise from the station areas is likely to be via the access stairwells and escalators to ground surface.</p> <p>At Charlemont, the station platform is 22m below ground level and hence noise from PAVA systems at platform level will be significantly attenuated with distance and the screening by the intervening concourse and mezzanine levels between the ground level and the platform.</p> <p>The submission makes reference to the cross rail assessment of rail noise sources, the Cross rail document scopes out a specific assessment / calculation of noise from PA systems based on the following:</p> <p>"Noise from PA systems at Stations and Depots – This is scoped out on the basis that ..... where there is to be a new PA installation, where there was none previously, technology is available to avoid a significant impact or disturbance arising. This is also necessary as local authorities use nuisance control powers to limit noise from PA systems"</p> <p>Section 13.5.3.2.4 of the EIAR explains that the design of the PA system will follow the following requirements:</p> <ul style="list-style-type: none"><li>• The PA system shall be designed to minimise noise disturbance to the specific surroundings. An acoustic simulation shall be developed to check audio levels at a later stage of the design; and</li><li>• Audio levels shall be simulated to ensure correct intelligible levels and audio distribution throughout the stations.</li></ul> <p>The best practice design principles which will be employed as part of the PA system design will have full regard to minimising noise breakout from these systems to the surrounding environment.</p> <p>Specific noise calculations are not undertaken of this source as it will not generate any audible or significant noise impact once operational in line with best practice applied to other similar large scale rail projects, including Cross Rail.</p> <p>Airborne noise from trains within the tunnel and station will not be audible at ground level. The principal noise source associated with operational trains is groundborne noise which has been fully assessed in Chapter 14. No significant impacts are determined.</p> <p>As discussed above, noise from PA systems will be substantially screened due to the platform depth and the system design. There are no significant impacts associated with this source.</p> <p>Escalators will provide access between ground level to station platform level. Mechanical elements associated with escalators are housed below ground and are fully enclosed. The station entrance is enclosed by a roof structure and walls around the perimeter at ground level. The escalators set back into the station entrance and from Dartmouth Road. Notwithstanding, operation of escalators do not generate any notable noise sources during operation and will not be audible above the prevailing noise environment to the adjacent residential properties.</p> <p>Section 13.5.3 of Chapter 9 of the EIAR discusses the noise impact assessment associated with operational phase traffic on the surrounding road network. The change in road traffic noise is determined to be negligible and not significant as a result of the proposed development. Also please note that no 'drop-off' areas are provided with the exception of a proposed drop-off on Grande Parade for persons of restricted mobility only. Response (23) above explains how drivers will be deterred from using the through route to Grand Parade.</p> <p>In summary, the key potential sources of airborne noise associated with the operational phase is set out in Chapter 9 of the EIAR.</p> |

| Submission No.                                                                                          |                                                                                                            |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                | Section Ref.                                                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 61                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.2 Noise and Vibration 5.2.6 Train Operations - Observations | 48       | The drawings indicate drop-off points at the metro station and it is evident from drawing no. ML1-JAI-SRD- ROUT-XX-DR-Z-02090 - Proposed Street Level Design that cars dropping off users at the Dartmouth Road entrance of the station will be using the new through route as a means to return to Grand Parade or other drivers as a rat-run to avoid the Ranelagh Road / Grand Parade junction. It is queried why no traffic noise assessment was undertaken and was not considered in cumulation with other operational noise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>A traffic noise assessment has been undertaken for the full extent of the study area which includes the surrounding road networks of Charlemont Station. During the operational phase, Dartmouth Road will have a new pedestrian crossing, one of which is located towards Ranelagh Road. The provision of this crossing will also act as a traffic calming measure on Dartmouth Road. A drop off point will be available on Grand Parade, but will be restricted for use by people with disabilities. In this context, it is proposed that the number of drop offs will be minimal and as such will not impact traffic movements significantly.</p> <p>The drawing referred to presents a road across the finished station between Dartmouth Road and Grand Parade. The intent of this road is to provide access to the Union Development only and will not allow through access. Please refer to response (23) above.</p> <p>Chapter 13 Airborne noise and vibration includes the assessment of changes in road traffic noise resulting from the project in Section 13.5.3.1.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 62                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.2 Noise and Vibration 5.2.7 PA Systems                      | 49       | <p>However residents are concerned that placing a second MetroLink entrance directly on their road will have... potentially very disruptive side effects[in relation to]:</p> <ul style="list-style-type: none"><li>• Placing the entrance directly on the road will cause considerable extra noise and light pollution to the houses directly facing the entrance for very extended periods every day.....</li></ul> <p>...It is the view of the IEE that the EIAR documentation clearly does not provide assessments that cover the noise that would arise from passenger surface movements, or from the noise of escalators or lifts, PA announcements, local traffic and car parking and not just rail noise or ventilation and this is a serious omission that should be rectified (actually at all of the underground stations, not just Charlemont).</p> <p>It is not clear if any assessment has been made of light pollution that might arise from the station entrance....</p> <p>We agree that these are 'serious' omissions and must be rectified by the applicant. This fact renders the EIAR inadequate and incomplete.</p> | <p>Please refer to response (30) above that explains the reasons for the location and orientation of the southern entrance and the treatment of the lighting design.</p> <p>Please refer to response (60) above that explains the reasons why there are no significant noise impacts that will arise from the mechanical plant, PA announcements or traffic.</p> <p>TII do not agree with the observation "that the EIAR documentation clearly does not provide assessments that cover the noise that would arise from passenger surface movements, or from the noise of escalators or lifts, PA announcements, local traffic and car parking and not just rail noise or ventilation". The above responses have addressed these particular elements and provides no basis for the statement made that the "EIAR inadequate and incomplete".</p> <p>With regards to stations entrances, these are transient areas for passengers entering and exiting the station. These activities are not the source of significant noise generation and form part of the existing soundscape in the existing prevailing environment. It is acknowledged footfall numbers will increase in the vicinity of the station entrance, however this activity does not translate to significant noise impacts. Further, as noted above, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus and pick-up point.</p> |
| 63                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.3 Hours of Operation                                        | 50       | <p>MetroLink is planned to operate 19 hours per day, 365 days a year. It is planned that there would 20 trains per hour at a frequency of three minutes between trains. Stations would be opened from 5.30 am to 00.30 every day of the year.</p> <p>Open access and anti-social behaviour are likely to arise from this arrangement.</p> <p>It is also not clear how the station concourse area will be physically closed to the public outside of operating hours. Metallic rolling shutters are noisy. Both of these could affect the residential amenities of nearby neighbours.</p> <p>There is no justification to operate the interchange for an extra hour when there is no Luas to interchange to. The inevitable result is that cars will pick up passengers between 23.00 and 00.30 on Sundays. This increase in traffic is not assessed.</p> <p>The inevitable result is that cars will pick up passengers between 23.00 and 00.30 on Sundays. This increase in traffic is not assessed.</p>                                                                                                                                  | <p>This misalignment with Luas Green timetable is worthy of further consideration. Alignment of the operaing hours of Luas, Bus and Metro services will be a matter for the National Transport Authority".</p> <p>Whilst the station offers interchange with the Luas Green Line at this location, this is not the only option. Passenger modelling also indicates that there will be passengers with origins and destinations in the surrounding area via other means of transport, and therefore the MetroLink service will provide a mode of transport for those wishing to access these areas. As previously noted, no drop off / pick up areas are provided for private cars or taxis, with the exception of a single drop-off on Grand Parade for persons of restricted mobility only.</p> <p>As detailed in Chapter 09 (Traffic and Transport), the East Regional Model (NTA) provides a detailed representation of travel demand of four peak time periods. Off-peak travel, which is antedated to be much lower than peak travel times, such as late Sunday nights, have not been individually assessed as it is considered that all potential significant impacts have been captured during the peak time periods. Impacts occurring in the off-peak times are expected to be much lower.</p> <p>The station entrances are enclosed with gates, there are no roller shutter doors proposed at the station entrances.</p> <p>With regards anti-social behaviour, please refer to response (67) below.</p>                                                                                   |

| Submission No.                                                                                          |                                                                                           |          | 040                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                | Section Ref.                                                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 64                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.4 Traffic and Transport                    | 50       | <p>No local area modelling is undertaken of the impact upon the road network around the Charlemont Station. The assessment done as part of the EIAR (Appendix A9.2-B Traffic and Transport Assessment- Charlemont Station) fails to have regard to the most up-to-date bus connects plans. As with the construction phase, the assessment relies on a strategic assessment that does not take into account the local impacts.</p> <p>The development creates a significant new link in the road network through the site linking Grand Parade with Dartmouth Road and Ranelagh Road. This creates a rat-run which will effectively bypass the Ranelagh Road/Grand Parade signalised traffic junction. This traffic movement has not ben assessed.</p> | <p>It is not correct to say no local area modelling has been undertaken. A VISWALK local model has been developed for this station, assessing the impact of the new pedestrian crossing on Grand Canal on the road network. The model demonstrates that it will have a minimal impact on driver delay on this road. In overall terms, the Charlemont station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, as evident in the forecasted modal shift, and as such further local traffic or junction modelling was not undertaken.</p> <p>Additionally, as detailed in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, the Project has been assessed in two alternative future scenarios.</p> <p>Scenario A: includes (but is not limited to) Bus Connects Dublin Area Bus Network Redesign, and Bus Connects Fares and Ticketing.</p> <p>Scenario B: includes (but is not limited to) Bus Connects Core Bus Corridors (planned 16 corridors).</p> <p>The anticipated future receiving environment at this location with Bus Connects Network Redesign services in place, is presented in section 3.2 of this document, with the assessment of impacts during the operational phase presenting impacts in both Scenario A and Scenario B.</p> <p>Please refer to response (23) in relation to the internal street between Grand Parade and Dartmouth.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 65                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.4.3 Pedestrian Movements on Dartmouth Road | 51       | <p>Given that a major station entrance is proposed on Dartmouth Road, a significant volume of pedestrian movements is likely to be generated. However, there is a complete failure to assess this in the application and Appendix A9.2-B only assesses the northern entrance to the station. It does not illustrate the station entrance on Dartmouth Road.</p>                                                                                                                                                                                                                                                                                                                                                                                       | <p>TII disagree with the statement that there is a failure to assess the impact of pedestrian movements at the southern entrance of Charlemont Station on Dartmouth Road. 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> |

| Submission No.                                                                                          |                                                                         |          | 040                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 66                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.4 Traffic and Transport  | 52       | View of the Independent Engineering Expert (IEE) - RINA<br><br>EIAR documentation does not include a local model of the extra vehicular and pedestrian traffic generated from the use of the Dartmouth Road entrance as the drop off and pick up point for passenger journeys to the Airport.               | TII would first of all note that the Station is intentionally designed with only one drop-off / pick-up on Grand Parade for persons of restricted mobility only. MetroLink is not designed as a terminus station with drop-off and pick-up points for passenger journeys to the Airport and instead forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park & Ride station at Estuary.<br><br>Please refer to response item (65) in relation to the static and microsimulation pedestrian modelling undertaken at Charlemont Station, which includes the southern entrance at Dartmouth Road.<br><br>Local modelling was not undertaken at Charlemont Station as the strategic Eastern Regional Model indicates a reduction in car trips to and from the model zones at Charlemont Station, including the zones containing Dartmouth Road. As presented in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, over the 12hr period, the zones within a 2km radius of Charlemont Station see a reduction of over 830 car trips between the Scenario A 2065 Do Minimum and Do Something scenarios. Figure 6.6 (within Appendix A9.2-B) presents the Changes in Car Mode Share in Scenario A 2065 AM Peak Hour, demonstrating that the zones at Charlemont Station see a reduction in Car mode share of up to 5 percentage points, including the zones at Dartmouth Road. Therefore, as fewer car trips are seen in the operational phase than in the baseline at this location, a further local modelling assessment was not undertaken. |
| 67                                                                                                      | Section 5 Operational Impacts<br><br>Section 5.5 Anti-Social Behaviours | 53       | The residents have significant concerns that this major interchange will attract anti-social behaviour for up to 19 hours a day during its operational times, and also when the station is closed.                                                                                                          | The interchange will certainly increase the number of people passing through the area, however it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to the area. Furthermore as outlined in Chapter 6 of the EIAR, CCTV will be installed at all stations including Charlemont with monitoring of each station being managed from the Operational Control Centre. This means that in the unlikely event of antisocial behaviour, MetroLink security staff and /or An Garda Siochana will be notified immediately to manage the situation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 68                                                                                                      | Section 6 Property Issues<br><br>Section 6.2 CPO                        | 54       | We would point out that this submission highlights that there will be a significant loss of amenity of the properties which are the subject of the CPO and hence there will be a diminution in the value of retained land.                                                                                  | The loss of amenity referred to is temporary. TII do not agree that the development will have a long term and permanent negative affect on the value of property. In fact there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 69                                                                                                      | Section 6 Property Issues<br><br>Section 6.3 Properties                 | 54       | This submission has highlighted that No.35 Dartmouth Road has not been identified in the Book of Reference. It appears to be referred to as 11 Cambridge Terrace. The owners of no.35 Dartmouth Road did not receive relevant papers from the Applicant and this is, therefore, an error in the Rail Order. | Please refer to response (26) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Charlemont & Dartmouth Community Group MetroLink Submission - Dartmouth Road Submission 13 January 2023 |                                                                        |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 70                                                                                                      | Section 6 Property Issues<br><br>Section 6.4 Devaluation of Properties | 54 and 55 | <p>During the construction stage, there will be a severe impact upon property values.</p> <p>There is no assessment of the impact upon value of properties.</p> <p>.....we strongly reject the general conclusion that property values will increase. This is due to all the reasons outlined in this submission. The Planning and Development Act specifically links the loss of amenity and the devaluation of property as a reason for refusal. It is only properties that are purchased as a result of the CPO associated with the Rail Order that can benefit from compensation. The State is not in a position to grant permission for development which will devalue property, as there is no mechanism for compensation in these circumstances. To grant permission where there is a loss of amenity, and an associated devaluation of property, would be impinge upon individual property rights which are protected under the Constitution.</p> | <p>For the reasons noted by response (68) above, evidence indicates that the long-term the value of property will increase.</p> <p>The provisions of the Planning and Development Act referred to deal with reasons for refusal for which the property owner cannot claim compensation (Section 191 and Fourth Schedule). They are not applicable to the consideration of Railway Orders, because TII is not entitled to compensation where a Railway Order is refused. The impact of the proposed railway on amenity and devaluation of properties is a relevant consideration in ABP's consideration of the Railway Order application, but as outlined elsewhere, TII do not agree that the the proposed railway works will cause anything other than a temporary loss of amenity and will not cause the devaluation of properties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 71                                                                                                      | Section 6 Property Issues<br><br>Section 6.5 Temporary Relocation      | 55        | <p>Some, or all of the residents listed in this submission may have to be temporarily relocated at Til's expense. Indeed, given the 9 year duration of the construction programme, this would effectively be a permanent relocation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>As set out elsewhere in this response and in accordance with the Noise and Vibration Mitigation Policy (see Appendix A14.6), TII will accept and consider applications for additional mitigation measures on a case-by case basis, including short term relocation during peak construction (for example TBM passage) for residents significantly affected by the works.</p> <p>TII can confirm that relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII however do not consider relocation would be necessary for 9 years, and for residents on Dartmouth Road would instead be for the period that Dartmouth Road is fully closed to construct the station beneath. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 72                                                                                                      | Section 6 Property Issues<br><br>Section 6.6 Costs                     | 55        | <p>Representation and the costs of this submission by a land-owner affected by a CPO will be a legitimate cost incurred.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Please refer to response (26) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 73                                                                                                      | 7. Conclusions                                                         | 56        | <p>The submission supports the request made in the general area submission to omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel. In addition to the strategic planning reasons for the omission of this section of MetroLink, this submission Cleary highlights that the EIAR fails to adequately assess impact of the development upon the houses on Dartmouth Road. The project would seriously affect the residential and other amenities of the residents of Dartmouth Road both during the construction and operational phases.</p>                                                                                                                                                                                                                                                                                                              | <p>TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted for the reasons explained by response (1) above, noting also that a scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of the scheme.</p> <p>However, while there is a strategic need for a MetroLink station at Charlemont, TII recognise that the short-term implications for local residents on Dartmouth Road will be significant as the scheme progresses through the construction stage. TII are committed to working closely with local residents to ensure the required mitigation measures are put in place, but while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>Finally, TII note that throughout this submission MacCabe Durney Barnes have frequently referred to the Railway Order application, and in particular the EIAR as being inadequate. TII do not accept this, and consider that the level of detail not only submitted as part of the Railway Order application, but the particular responses provided above to individual statements and observations made demonstrate the detailed consideration that has been applied to the submitted MetroLink Railway Order application. TII note that MacCabe Durney Barnes have not identified any instances where the assessment fell short of the level of detail required by the guidelines in the EIAR, nor have they identified any alternative guidelines that required a greater level of assessment.</p> |



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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                       | 1.2 Strategic Planning Issues           | 1        | That submission concludes the link between St. Stephens Green and Charlemont cannot be justified in planning terms. Furthermore, it undermines the business case for the entire project. For this reason the associated submission requests that the section between Tara Street and Charlemont be omitted from the railway order application for the section between Tara Street and St Stephen's Green be submitted. | <p>The business case for the Project is a matter for the Oireachtas, the Government, NTA and TII to be approved in accordance with the Public Spending Code. ABP role is only to determine whether the project should be approved by reference to the proper planning and sustainable development of the area and the impacts of the project on the environment, including the carrying out of an EIA and AA.</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042).</p> <p>Tara Street and Charlemont are specifically identified as locations for stations in the GDA Transport Strategy 2022-2042. ABP is required to have regard to those requirements as policies and objectives for the time being of a public authority whose functions have a bearing of the proper planning and sustainable development of Dublin (Transport (Railway Infrastructure) Act 2001 and 143 of the Planning and Development Act 2000). The transport strategy is also a consideration material to the proper planning and sustainable development of the area (Section 31 J of the Planning and Development Act 2000).</p> <p>ABP has to give considerable weight to the GDA Transport Strategy, given its elevated role in the statutory scheme relating to proper planning and sustainable development, including that:</p> <p>*the NTA is required to provide a report to planning authorities making regional spatial and economic strategies, development plans and local area plans ("relevant plans") with recommendations on the optimal use, location, pattern and density of new development taking account of the Transport Strategy and stating whether there is inconsistency between the relevant plan and the Transport Strategy;</p> <p>* relevant plans are required to be consistent with the Transport Strategy;</p> <p>*the Office of the Planning Regulator is required to evaluate relevant plans to ensure that they address consistency with the Transport Strategy;</p> <p>*the Minister for Housing can direct variations to draft relevant plans to ensure that they are consistent with the Transport Strategy;</p> <p>*landowners are not entitled to compensation where permission is refused due to inconsistency with the Transport Strategy.</p> <p>The responses to the observations made in this submission explain why TII, by reference to Transport Strategy and project level assessment data that supports the conclusions of the Transport Strategy, do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted.</p> <p>Any decision to terminate the scheme at Tara street will reduce the overall benefits of the scheme by €1.5BN euro (Preliminary Business Case Page 68)</p> |
| 2                                                                       | 3. AREA CONTEXT<br>3.2 Property Details | 10       | The book of reference does not differentiate between the affected properties in the permanent acquisition of the laneway.                                                                                                                                                                                                                                                                                              | The book of reference details the extent of permeant and temporary land acquisition required to construct the scheme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 3                                                                       | 4.2 Noise and Vibration<br><br>4.2.1 Methodology                   | 13       | <p>It appears as though the EIA is being the subject of further assessment, which the applicant is suggesting to be undertaken post determination of the Railway Order application. We contend that this is appropriate and that the EIAR does not properly assess the impacts of the development.</p> <p>.....The assessment of the effects upon residential amenities is different between the construction stage and the operational phase. In the construction stage, there is no assessment upon the internal noise levels.</p> | <p>Noise and vibration assessments have not been deferred until after an enforceable railway order is granted.</p> <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR in accordance with best practice and the guidance cited in those chapters of the EIAR. The assessments includes for predictive modelling in order to identify the potential impacts on sensitive receptors during both the construction phase and the operational phase. Where necessary, mitigation measures are proposed to reduce any identified effects. Section 13.2.6.1.3 simply identifies that the project will develop within the confines of the consent as contractors are appointed and translate the designs and methods developed for the purpose of the Railway Order and EIAR into detailed designs and methods. The EIAR proposes monitoring and mitigation measures that will ensure that the proposed construction and operation of the proposed Project is in line with that presented in the EIAR. The Board can also impose any requirements of an enforceable Railway Order if it considers it necessary.</p> <p>The assessment of noise levels at building facades is normal best practice for this type of analysis noting the assessment criteria generated from best practice guidance (BS5228) all refers to noise levels at building facades. This applies to both construction and operational phase noise assessments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                                                                       | 4.2 Noise and Vibration<br><br>4.2.2 Airborne Noise and Vibrations | 16       | <p>Noise impacts on Dartmouth Square West are predicted to range from moderate to very significant. Notably, the hours working are specified as 07:00 hrs to 19:00 hrs. The passage of the Tunnel Boring Machine (TBM) through the station will be 24 hours, 7 days a week. In addition, HGV deliveries will be ongoing over a lengthy period of time. Evidently the impact upon Dartmouth Square West will be very significant. Table 13.68 of the EIAR includes the following predicted dB and predicted impacts.</p>              | <p>Table 13.68 shows the predicted noise impacts before mitigation. Potential noise impacts identified due to airborne noise &amp; vibration are presented in EIAR Chapter 13. Mitigation proposed includes 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at 10 &amp; 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.</p> <p>Proposed Working Hours are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. HGV deliveries will not be permitted outside of these hours. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for other noisy work above ground outside standard working hours for events such as concrete pours, abnormal deliveries etc. TII and their Contractor will engage with the local community and local authority to advise of any such upcoming events such as this, and will do their best to minimise any such occurrence so far as practicable.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for 24/7 working on underground activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers). In addition progressing this work 24 hours a day will ensure that the construction phase is completed much more quickly, thereby reducing the duration of effect on nearby sensitive receptors.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed temporary building located above the access to the SCL work site on the south east corner of the compound will control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> |

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|                                                                         |                                                                    |          | Response (4) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The predicted level of groundborne noise during TBM passage will result in a significant impact for a relatively short 2-week duration of the TBM passage. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>Therefore with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing. All other activities are not predicted to cause significant impact after mitigation.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                                                                       | 4.2 Noise and Vibration<br><br>4.2.2 Airborne Noise and Vibrations | 16       | The advice attained from RINA, however acknowledges that the noise levels will be very significant at times outside at this location. In addition, impacts are expected for noise levels inside rooms with open windows during most of the construction phases. This is wholly unsatisfactory for residents' to experience for approximately 9 years.                                                                                                                                                                                                               | Potential noise impacts identified due to airborne noise & vibration are presented in EIAR Chapter 13. Mitigation proposed includes 7m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at 10 & 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6                                                                       | 4.2 Noise and Vibration<br><br>4.2.2 Airborne Noise and Vibrations | 16       | Given the underwhelming engagement experienced by residents to date at Dartmouth Square West, significant concerns rightly have emerged for residents in the capabilities of contractors to effectively engage and communicate with residents on inevitable noise disturbances. The implementation of 'quiet times' for residents would also be considered appropriate given the significant disturbances incurred during the construction phase.                                                                                                                   | <p>TII would note that as set out by EIAR Chapter 8 Consultation, section 8.9.3 Construction Phase. Subsequent to the planning stage and in the event of a grant of approval of the RO the project will progress to the construction phase (subject to funding approval). It is anticipated that the construction period would progress for approximately 9 years, with the proposed Project becoming operational by 2035. Engagement will continue throughout this period to ensure that the public, stakeholders and interested bodies are informed of progress on the construction of the proposed Project and to allow for members of the public to submit complaints/queries or other communications with the project team.</p> <p>The proposed working hours for the construction phase of the proposed Project (as per Section 5.2.4 of Chapter 5 of the EIAR) will be for all above ground works to progress Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. This means that there are already significant "quiet times" built into the construction phase programme. However, as previously noted, the Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) provides a process whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.</p> |
| 7                                                                       | 4.2 Noise and Vibration<br><br>4.2.2 Airborne Noise and Vibrations | 16       | It is contended that the level of piling is not adequately assessed in the Railway Order and they only address blasting vibration. The EIAR includes some data and mitigation measures regarding blasting, but vibration is also derived by deep piling and yet, there is no data to show the impact of that in the construction phase. The extensive depth of the excavations proposed will be within 14m of the rear walls of three storey Victorian houses on Dartmouth Square which are protected structures located within an Architectural Conservation Area. | <p>This is incorrect. Piling has been assessed in both Chapter 13 and Chapter 14 where relevant. Please refer to Tables 13.5/14.11 and 13.6/14.12 for details of how secant piling and D-walling have been assessed and in which chapter they are assessed. The EIAR assessment concludes that for Dartmouth Square West properties there is no significant effect once mitigation measures are implemented. These mitigation measures include the installation of a noise barrier along the eastern perimeter of the site.</p> <p>For the assessed impact of ground movements on Dartmouth Square West properties please refer to response (15) below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Item No.                                                                | Section Ref.                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                                                                       | 4.2 Noise and Vibration<br><br>4.2.2 Airborne Noise and Vibrations | 16       | We would contend that the impacts identified above on very sensitive residential properties are profound and not merely very significant. We submit that, with reference to the EIAR guidelines definitions, the noise effects would be profound as an effect which "...obliterates sensitive characteristics" (residential amenity), rather than merely a very significant which by "...its character, magnitude, duration or intensity, significantly alters most of a sensitive aspect of the environment."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The assessment undertaken in chapter 13 of the EIAR, as explained above, is undertaken in line with best practice and is in line with all relevant guidelines and policy requirements as laid out in Section 13.2.2 of the EIAR. The analysis identifies the sensitivity of the "sensitive receptor" and considers in the context of the level of noise that is predicted. The level of noise predicted is considered in the context of British Standard BS 5228 which defines widely accepted Construction Noise Thresholds (CNT) for the assessment of impacts. It is important to note that as per Table 13.13 of the EIAR, the definition of a profound effect (Derived from the DMRB guidance (UKHA, 2020)as modified by the EPA EIA guidelines (EPA 2022) is where noise levels increase by 20dB or more. This is not the case here.                                                                                                                                                                                                                    |
| 9                                                                       | Section 4.2.2 Airborne Noise and Vibration                         | 17       | Critically, the EIAR does not assess the night time impacts of the construction compound, notwithstanding the fact that the EIAR itself as highlighted above, indicates that it will be operating on a 24/7 basis. This in itself would trigger a profound impact which has not been assessed. The EIAR is therefore fundamentally inadequate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | There is limited assessment of noise & vibration arising from compounds and above ground work sites because as outlined in Table 13.6 of Chapter 13 of the EIAR, the standard working hours will not entail night-time working. Where there are night-time works these will be managed as explained by response (4) above and therefore no works will result in a profound effect.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10                                                                      | 4.2.2 Airborne Noise and Vibration                                 | 17       | <p>It is considered the mitigation measures proposed are unacceptable as they currently stand. Further consideration is required on how noise impacts will be mitigated against at every stage of construction for Dartmouth Square West residents. the monitoring measures proposed under ANV8 includes:</p> <p>"A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. As a minimum the monitoring programme will include an alert system for threshold exceedances, remote access and a platform for sharing monitoring results between the contractor, TII, DCC and FCC."</p> <p>No mitigation measures have been included which explicitly requires the continuous real time monitoring of noise impact of construction activity or the impact upon internal noise environment in houses affected. Additionally, while ANV8 mitigation measures is noted, such monitoring and auditing must also be transparently shared and accessible to members of the public.</p> | <p>Having regard to mitigation measures proposed there are a combination of measures that will be implemented at each construction area and specific measures required where screening is needed. The mitigation measures proposed are explained by response (5) above.</p> <p>TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that this is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.</p>                                                                                                                                                                                     |
| 11                                                                      | 4.2.3 Mitigation                                                   | 17       | The mitigation measures were remodelled on the basis of localised screening as applied to surface level breakers and drills; and enclosures to compressors, generators, pumps, motors and ventilation fans. Table 13.90 of the EIAR refers to the impacts upon certain properties. However, the properties on Dartmouth Square West are not identified in the assessment. The EIAR goes onto state "At all other locations construction noise impacts are not significant to moderate to significant ". No details of the outputs of this assessment are given in the main EIAR or the appendices. Just broad parameters are given and no details of the precise location of the hoardings, or details of the enclosures are provided. This is a critical issue for our clients, given the potential impacts. The mitigating measures in The EIAR must be deemed inadequate in relation to the detail provided.                                                                                                                                                                               | <p>Please refer to Section 13.6.1.2.4 for specific screening requirements which as outlined in Table 13.85 does require a 4m tall site hoarding to mitigate the predicted noise here. In addition to these measures please also note that primary mitigation measures entails the control of noise at source as outlined in Section 13.6.1.2. Furthermore, the document Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) sets out the further mitigation measures and supports which will be available to those who meet the eligibility criteria.</p> <p>Construction phase modelling has been undertaken along the entirety of the alignment and is detailed in EIAR Appendix A13.7 and includes Dartmouth Square West properties. The EIAR main document summarises the potential for significant effects and the required mitigation measures. Table 13.85 outlines the specific locations of noise barriers (site hoarding) and this includes locations surrounding the Charlemont compound.</p> |

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| 12                                                                      | 4.2.4 Ground-borne Noise and Vibration | 18       | <p>The EIAR takes Dartmouth Square West as the location for this element of the assessment (Table 14.28). It does not however indicate where on Dartmouth Square West the impacts are going to vary between nos. 1 and 17 Dartmouth Square. However, the tunnel and works associated with it, do not pass under the houses on Dartmouth Square West.....</p> <p>There will be significant excavations works, including blasting and drilling associated with the start of the intervention tunnel in the area immediately to the rear of house nos. 1-17.</p>                                                                                                                                                                                                                                                                                                                                                                                           | <p>Please refer to Figure 13.2 Sheet 30 where all noise assessment locations including those on Dartmouth Square West are identified. The results as they relate to each individual property are contained within Appendix 13.7 Construction Phase modelling (pages 17 - 28).</p> <p>Please note that there is an error in Table 14.13 of the EIAR where it is outlined that drill and blast will be used at "all underground stations and intervention tunnels". A number of amendments were made to the proposed construction methodology for the intervention tunnel and these were assessed in the EIAR. The intervention tunnel alignment has been dropped to mitigate impacts and the tunnel will be excavated by mechanical means only and blasting will not be required at this location. Both of these interventions were proposed to reduce potential effects arising from the construction of the intervention tunnel.</p> <p>Section 13.6.1.2.4 discusses the proposed steel clad building, in the fourth bullet point under Table 13.85. To reduce reverberant noise build up, the requirements of this building are that it will be suitably clad to achieve a minimum sound reduction index of 24dB Rw.</p> |
| 13                                                                      | 4.2.5 Mitigation                       | 18       | <p>Given the deficiencies in the EIAR, it is difficult to judge whether the mitigation measures are adequate. There is little that can be done in terms of mitigation to render the impacts non-significant, particularly where these have not even been identified in the first instance.....Only 6 locations have been identified for pre-construction surveys in relation to noise and vibration arising from project, these excluded the properties on Dartmouth Square West. While the Charlemont station new oversite development is identified, the properties on Dartmouth Square West are not.</p>                                                                                                                                                                                                                                                                                                                                             | <p>All potential impacts have been identified in EIAR Chapter 13 (Section 13.5) and associated appendices as referenced above. Furthermore, required location specific mitigation measures are identified in EIAR Chapter 13 (Section 13.6). Residual impacts i.e. those remaining after mitigation measures have been adopted are presented in Section 13.7 of EIAR Chapter 13.</p> <p>While we are not clear on the observation referring to "to 6 locations have been identified for pre-construction surveys....." we can confirm that multiple locations will be monitored in advance of and during the construction phase and this monitoring will include a number of locations in the areas of Charlemont compound.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 14                                                                      | 4.2.5 Mitigation                       | 18       | <p>Condition 15 of the previous metro north railway order specified that the airborne construction noise levels that should be applied at the facade of any residence. (ref. Table 3)</p> <p>From the evidence submitted, it is apparent that it will not be possible to achieve these thresholds, particularly when the cumulative impacts of noise and vibration, both air borne and ground borne, are taken into account.</p> <p>Condition 12 and 13 of the aforementioned Metro North relate to vibration impacts. They reference German Standard DIN 4150-3:2016 "Vibrations in buildings - Part 3: Effects on structures". The ability of the project to comply with any such standard needs to be fully explored by the Board and at any oral hearing held.</p> <p>For this reason, we request that the Board appoints specialist noise and vibration consultancy advice in order to assist it in conducting this element of the assessment.</p> | <p>The assessment undertaken in EIAR were completed by internationally recognized specialist consultants and is in line with best practice and with all relevant guidelines and policy requirements as laid out in EIAR Chapter 13 Airborne Noise and Vibration, section 13.2.2. The assessment of noise levels at building facades is normal for this type of analysis as the assessment criteria generated from best practice guidance all refers to noise levels at building facades as referred to in response (3) above.</p> <p>As per "Old Metro North", the assessment has been presented in Chapter 13 of the EIAR in terms of the potential effects at the façade of all properties potentially impacted (as detailed in other responses above). As also stated it is generally possible to achieve the criteria at the majority of facades. The exceptions are presented in Section 13.7 Residual Impacts. Having regard to groundborne vibration, the DIN 4150 standard is also utilised to determine the potential for building damage in the assessment presented in Chapter 14. (Please refer to Table 14.5 of Chapter 14).</p>                                                                              |

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| 15                                                                      | 4.3 Settlement & Subsidence | 20       | <p>From a review of the EIAR and associated appendices, it is evident that a very limited assessment of settlement and subsidence has been carried out. It can be seen from the above diagram that the houses on Dartmouth Square West fall within the 10mm to 30mm settlement zone. This is defined as "slight" risk category. However, given all bar one of the buildings covered by this submission are protected structures, they should be classed as damage category 3 (moderate).....</p> <p>However, the protected buildings on Dartmouth Square West are excluded.</p> <p>Appendix A5.17 provides an assessment of 'representative' buildings. It is unclear why these buildings were selected. There is no map illustrating the location of reference numbers/properties. The presentation of the information is opaque and unclear and does not facilitate a full and proper examination of the true impacts upon the houses on Dartmouth Square West. Again, this is a significant inadequacy in the EIAR.</p> <p>The assessment effectively defers most of the assessment of subsidence and settlement to a further assessment. Such an assessment if undertaken after the railway order is issued, removes property owners' rights to review the actual impact of the development on their properties.</p> | <p>TII do not agree that "a very limited assessment of settlement and subsidence has been carried out". The assessment undertaken covers the whole route of the proposed Project. In addition, as is standard with a long linear project, buildings were selected to provide a representative sample and coverage to inform the EIAR, and TII can confirm that the protected buildings on Dartmouth Square West were not excluded from the assessment. Please refer to Figure 20.16 in Appendix A5.17 where the settlement contours can be examined to identify the predicted level of ground movement for each property.</p> <p>The approach taken by TII for assessing the impact of construction generated ground movements reflects the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2.</p> <p>The purpose of the Phase 2 Assessment is to study in more detail the response of buildings and infrastructure (identified during Phase 1) to predicted ground movements, and where appropriate consideration of possible mitigation measures. All buildings carried through from the Phase 1 Assessment are individually assessed using the limiting tensile strain approach. Buildings are modelled and assumed to follow the greenfield settlement profile of the ground. This approach is conservative since it neglects any interaction between the stiffness of the buildings and the ground and is therefore appropriate for this stage of the Project to inform the Railway Order application. The maximum tensile strains resulting from predicted differential settlement and horizontal displacement of the foundations are calculated and the corresponding levels of risk are determined in accordance with Appendix A5.17, Table 4-4: Building Risk Categories (Boscardin and Cording with Rankin Criteria).</p> <p>The EIAR has assessed the impact of settlement on the houses on Dartmouth Square West and has taken into account the Protected nature of these properties. EIAR Appendix 5.17 refers. The Phase 2 assessment of the damage for these buildings is "Slight" - please refer building B150 (15 Dartmouth Square West) in table 5-2 of that appendix. This property is the closest property on Dartmouth Square West to the excavation. It is also important to note that the Property Owner Protection Scheme (POPs) scheme (as outlined in section 5.4.11.4 of the EIAR) is available. The Property Owners' Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>The protected nature of a building does not alter the classification of damage from slight to moderate as stated. The protected buildings along Dartmouth Square West, within the zone of influence of the works, will be subject to a further Phase 3 refined assessment (despite the impact only being assessed as 'slight') to take account of final design and construction methodology details, most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> |



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| 16                                                                      | 4.3.2 Tunnel Driving and Secant Walls | 21       | <p>Stretching the whole length of the Charlemont site, the excavation will be up to 50m wide and approximately 30m deep. It is proposed to advance this excavation within a containing secant wall construction, following which will be constructed the station box for the proposed MetroLink Charlemont station.</p> <p>Following completion of the station box, it is proposed to drive a TBM through the north east end of the box, and, exiting through the south west corner, continue the tunnel boring activity for 350m further south, to behind Ranelagh Village.</p> <p>Ground settlement following the construction of both secant walls and TBM tunnelling is inevitable. It is unavoidable, and it will occur. It will occur to varying degrees, across a settlement zone around the excavation of the tunnel centre line, and behind all the secant walls.</p> <p>Compounding the alarming settlement projections of between 10mm and 30mm caused by deep secant wall, and subsequent excavations, wall deformations, and disturber water table, the whole of the residential stock within the established slump zone will be subjected to further compounding settlement disruptions with the arrival, and departure, of the TBM tunnelling process, some two years later.</p> <p>Engineering research experience has shown that projection of accurate expected settlement is usually unreliable, and results usually fall within certain ranges above or below expected. This is an important point in the consideration of settlement impacts associated with the proposed development.</p> | <p>EIAR Appendix 5.17, section 4.2 explains the methodology, empirically based and industry recognised approach to estimate the predicted ground movements generated by tunnel, and cut and cover construction, taking account of the design, construction methods and ground conditions. Both cut and cover, and tunnelling generated construction ground movements have been taken account of at this location. TII agree with the observation that ground movements can be challenging to predict and hence the parameters used by TII to predict ground movements are intentionally conservative, and are based on documented empirical data.</p> <p>Settlement and horizontal movements for retaining wall construction and bulk excavation associated with the station box and retaining walls have been undertaken based on the case history data documented in CIRIA Report C760 “Embedded retaining walls – guidance for economic design”, taking account of the ground conditions, proposed design and construction methodology. Further details for which can be found in EIAR Appendix 5.17, section 4.2.5.</p> <p>The TBM will be of the type that maintains positive pressure to the face and surrounding ground while the segmental tunnel lining is installed, thereby allowing ground movements to be closely controlled and minimised. TII would also note that TBM entry and exit from the station box will be sealed, with possible ground treatment to further stabilise the ground if required, to manage ground movements within acceptable limits.</p> <p>The prediction of tunnelling generated ground movements has been undertaken in accordance with the volume loss methodology outlined in CIRIA PR 30. This is an empirical method based on the percentage of tunnel volume excavated that is over and above that required for the tunnel itself. The calculation of the resultant settlement trough requires the derivation of a number of ground factors, these are explained in EIAR Appendix 5.17, sections 4.2.2. to 4.2.4. Similar to the cut and cover ground movement predictions, conservative volume and trough width parameters have been selected to ensure the ground movements predictions at this stage are robust.</p> <p>Please also refer to response (15) above that summarises the results of the construction generated ground movement impact assessment.</p> |
| 17                                                                      | 4.4 Hydrogeology                      | 21       | <p>The impact upon hydrogeology can be significant, and given the depth of the works and proximity to older buildings they are likely to be impacted. No detailed specific localised groundwater modelling has been undertaken as part of the EIAR. Water depth reading from boreholes some 550m from the proposed station are used in the broad assessment (Table 19.15). The data on which the assessment is undertaken is not related to the site concerned.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>TII have undertaken localised and specific groundwater modelling, and TII can also confirm that hydrogeological information along the line of the underground elements has been collected.</p> <p>Please refer to Figure 19.6 of the EIAR which identifies the location of a boreholes at Charlemont. Pump tests were undertaken here and groundwater samples were taken (from 3 boreholes here) and analysed in order to inform the baseline conditions presented in the EIAR. Furthermore calculations were undertaken to estimate the effects of excavations on the groundwater for every station including Charlemont (refer to Table 19.35 Table 19.41 and Charlemont subsection under section 19.5.3.6.</p> <p>As explained by EIAR Appendix 5.17, section 4.7, no external dewatering (outside of the site boundaries) will be permitted during the construction of the station boxes, that increases the impact due to settlement on others, beyond the natural ground water fluctuation. Any settlement due to the short-term lowering of the water table outside of the station box will therefore be constrained to within the site boundaries.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| Item No.                                                                | Section Ref.              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 18                                                                      | 4.5 Phasing & Programme   | 21       | <p>The length of time that the residents of Dartmouth Square West have to endure is not temporary with reference to the EIAR Guidelines (EPA 2022). The EIA Directive requires a project to describe the likely significant effects, including the duration and frequency of effects. Table 3.4 of the EIAR Guidelines sets out definitions, which the introduction and project description suggests have been used. See table below.</p> <p>It is clear the duration of the impacts fall within a medium-term effect as they last between seven to fifteen years. This is length of time is intolerable for any resident on Dartmouth Square West.</p> <p>We also contend that this is a significant inadequacy in the EIAR. The duration of the effects in accordance with the guidelines are not given in any of the relevant chapters in so far as they relate to Dartmouth Square West.</p>                                                                                                                                                                                                                                                          | <p>TII do not agree that the duration of impacts have not been assessed. As described elsewhere, the works are undertaken in a series of stages to construct the station, while reducing the impact on Charlemont residents. The assessment undertaken in the relevant chapters of the EIAR is detailed and comprehensive and reflects the different stages of construction and the effects resulting. As a result, effects are described in terms of the duration of these effects, rather than an overall duration for the whole of the construction phase which would be inaccurate. The most impactful construction activities at Charlemont in terms of settlement, noise, vibration and traffic (piling, station build and excavation) will occur in the first 4 to 5 years of the scheme and therefore TII do not agree that the "duration of the impacts fall within a medium term effect as they last between seven to fifteen years". All of these impacts, including the planned closure to vehicle traffic along Dartmouth Road have been assessed and mitigation proposed in the EIAR.</p> <p>Please note that for each of the impact assessment chapters in the EIAR, the likely significant effects, including the duration of these effects are presented as per the EIAR Guidelines definitions. Further descriptors of the works, including a programme of the construction phase for each construction compound is presented in Appendix A5.2.</p> |
| 19                                                                      | 4.6 Hours of Operation    | 23       | <p>It can be seen that there will be significant 24 hour working 7 days a week involving the TBM activities, construction of the evacuation tunnel and associated SCL lining and station works themselves. There will also be weekend working, which is all in addition to the standard 5.5 day working week. This standard working day is Monday to Friday 07:00 hrs to 19:00 hrs (12 hours) and on Saturdays 07:00 hrs to 13:00 hrs (6 hours). It is quite evident that the works undertaken outside of this standard work week are going to be extensive and ongoing given the extent of works required in relation to station construction, site clearance, tunnel construction and MEP station works. This is effectively going to a 24/7 construction for a significant period of time over the 9 years of the project.</p> <p>Given that the development is within a settled residential neighbourhood and very close to all the houses on Dartmouth Square West, this will be an intolerable level of interference in amenities with a loss of sleep, general disturbance and psychological impacts resulting in a detriment to human health.</p> | <p>Please refer to response (4) that explains with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing, all other activities are not predicted to cause significant impact after mitigation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 20                                                                      | 4.7 Construction Compound | 23       | <p>The laneway to the rear of the houses on Dartmouth Square would be taken into the construction compound for a period of 9 years. This will bring all noise and construction activity right up the rear boundary walls of the residents' properties. This relationship alone will result in significant and profound impacts arising from the construction phase.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The laneway will not be taken in to the construction compound for the a period of 9 years. Access to the laneway to the rear of the Dartmouth Square West properties will be maintained with the exception of a 33m long section which will be occupied for a period of up to 6 months to facilitate construction of the station box.</p> <p>Please refer to response (4) that explains with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing, all other activities are not predicted to cause significant impact after mitigation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 21                                                                      | 4.7 Construction Compound | 24       | <p>The above sequencing diagram illustrates how the project accepts that the station box constructed as part of the Two Grand Parade development (Hones Phase 1) is an integral and essential part of the project. Issues in relation to legality of this are considered in further detail in the General Submission prepared on behalf of Dartmouth and Charlemont Community Group.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Please refer to TII response to the General Submission referred to.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Submission No.                                                          |                                                                          |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 22                                                                      | 4.8 Traffic and Transport<br><br>4.8.1 Traffic Modelling and Assumptions | 25       | From a review of Appendix D of Appendix A9.5 it is apparent that local impact assessments of junctions around the stations using LinSing modelling was undertaken with the exception of Charlemont Station. Effectively, it appears as though the entire assessment was reliant on the strategic modelling exercise at this location. Notwithstanding this significant deficiency, certain conclusions can be drawn from the limited assessment which was undertaken. | <p>It is not correct to say that the entire assessment was reliant on the strategic modelling exercise at Charlemont. It is also incorrect to say that a limited assessment was undertaken.</p> <p><u>Local Junction Modelling</u></p> <p>As part of Appendix D of Appendix A9.5 Scheme Traffic Management Plan, the initial criteria used to determine whether local junction modelling was undertaken was as follows:<br/>* Station construction requires new site access onto a key road;<br/>* Station construction would result in a significant alteration to the receiving road environment;<br/>* Station construction would result in a &gt;10% increase on traffic on existing road volumes, special consideration was given to where roads/junctions were subject to the cumulative impact of multiple construction sites (i.e. R108 for example).</p> <p>Local LinSig junction assessments were not undertaken at Charlemont Station as the design indicated it would not meet the criteria.</p> <p>As presented in Appendix A9.5 Scheme Traffic Management Plan, analysis has been undertaken to assess the impact of the traffic management measures on the local road network surrounding Charlemont Station, following a 2-stage assessment process as identified in section 2.4. At the local level the following parameters have been used to assess impacts on general traffic:<br/>* Increase in driver delays at junctions;<br/>* Changes in traffic flows on surrounding streets; and,<br/>* Additional distance travelled due to diversions.</p> <p>Local traffic impacts have been assessed against key performance indicators, including the removal of one or more lanes of traffic, increase in traffic flow of +10% (PCUs), where there is predicted to be a permanent increase in journey length of 500m, or a new signalised junction. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in diver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p><u>Local Traffic Modelling</u></p> <p>Local traffic modelling was undertaken to assess the impact of construction traffic and the proposed traffic management measures on the surrounding road network. Impacts to driver delay and traffic flows were assessed and presented. EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> |

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| 23                                                                      | 4.8 Traffic and Transport<br><br>4.8.2 HGV and General Traffic     | 26       | The number of HGV vehicles accessing the site (up to 210 per day), will give rise to a significant loss of amenity.                                                                                                                                                                                                                                                                                                                                                                                   | <p>TII's analysis shows there will not be a significant loss of amenity due to HGV vehicles accessing the site.</p> <p>Please refer to response (22) above.</p> <p>Appendix A9.5 Scheme Traffic Management Plan details the proposed HGV routing associated with the construction works at Charlemont Station. Routing from the site is mainly via the R111 and R110, and routing to the site is via the R810 and R110. Alternative routing options via the R110/Kildare Road and the R110/R811 are also considered, all of which are part of the regional road network. As detailed in Appendix A9.5 Scheme Traffic Management Plan, access will be provided either from Grand Parade or from Dartmouth Road. The localised construction traffic routeing to and from the various site accesses will require consideration of the local traffic restrictions along Grand Parade and the junctions which intersect it. Due to banned movements on Grand Parade, inbound movements to the south site will need to route via the R114 gyratory to the north. When the full closure on Dartmouth Road (lasting up to 30 months) is in place, inbound and outbound traffic will route via Dartmouth Road, R138 and Grand Parade. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The longest delay occurs eastbound on Dartmouth Road during the AM peak of 14 seconds.</p> <p>Model outputs indicate that there will be a moderate increase in HGV movements during construction at this location. The most significant increase, of just over 2%, will be in both directions along Ranelagh Road/Charlemont Street, which is part of the regional road network. Elsewhere in the area, including local residential streets, increases are significantly lower.</p> |
| 24                                                                      | 4.8 Traffic and Transport<br><br>4.8.3 Access, Loading and Parking | 26       | Appendix A9.5 suggests that the impact upon loading, parking and access is either slight or moderate. This in our opinion under-estimates the impact upon the residents of the properties listed in this submission. The construction sequence drawing illustrates that there would be a lorry holding area on Grand Parade during stages 2-4 of the project. This has the potential to give rise to noise and disturbance, particularly for properties at the northern end of Dartmouth Square West. | <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, traffic management plans for the construction of MetroLink have been developed to minimise the impact of the Project on road users, and to maintain access to properties. A hierarchical approach to traffic management has been adopted, with pedestrian, cyclist, public transport and commercial needs provisions taking priority over private vehicles, in line with the GDA Transport Strategy.</p> <p>As identified in Appendix A9.5 Scheme Traffic Management Plan, the impact on parking and loading, and local access has been assessed on the following parameters and key performance indicators:</p> <ul style="list-style-type: none"><li>* quantum of on-street parking removed - removal of &gt;30% residential parking with 200m, or removal of &gt;10% commercial parking within 200m;</li><li>* quantum of loading bays and taxi bays removed- reduction of on-street loading facilities within 200m; and,</li><li>* additional distance travelled due to diversions - diversion of over 2km for commercial access.</li></ul> <p>Response (22) and (23) above explains the assessed impact on traffic and pedestrians, and response (4) explains the assessed noise impacts.</p> <p>The lorry holding area referred to is an area that will be temporarily closed off with traffic management during mainly off peak periods as and when required to off load major items of plant and equipment. It is not a permanent holding area and will only be used by exception for the reasons noted.</p>                                                                                                                                                                                                                                                                                                                              |
| 25                                                                      | 4.8 Traffic and Transport<br><br>4.8.4 Pedestrian Movement         | 26       | Pedestrian movement in and around the construction compound will be severely constrained. It appears as though the footpath on the southern side of Grand Parade will be lost, with the HGV lorry holding area. There does not appear to be any pedestrian management proposals to manage this interface. Pedestrian and HGV conflicts will be inevitable, particularly at the entrance and exit to the compound, which is immediately in front of the houses.                                        | <p>Response (24) above explains how the lorry holding area referred to will be used. Safe access to the footpath will be maintained for pedestrians.</p> <p>Appendix A5.1 Outline CEMP details the proposed mitigation and monitoring measures that the contractor(s) will be required to adhere to during the construction phase. As detailed, there will be strict controls and regulations at the site entrances/exits for construction vehicles in order to ensure the safety of other road users and pedestrians. This is standard practice for all construction site accesses and egresses.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| 26                                                                      | 4.8 Traffic and Transport<br><br>4.8.5 Summary of Assessment | 26       | <p>The assessment provided in Appendix A9.5 suggests in section 7.11.7.2 highlights that in relation to the main works the impacts are as follows:</p> <ul style="list-style-type: none"><li>• Severe impact upon traffic volume redistribution.</li><li>• Moderate impact from HGV volume increase.</li><li>• Moderate impact upon cyclists caused by diversions.</li></ul> <p>This does not accurately consider the impact as detailed above in relation to access, loading and parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Responses (22) to (25) have responded to individual observations made regards traffic and transport, including response (24) that responds to concerns raised regards access, loading and parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 27                                                                      | 4.9 Impact on Utilities                                      | 26       | It is evident that the diversion of utilities on Dartmouth Road and Dartmouth Square West will have a significant impact upon local access, including pedestrian, cycle and vehicular.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII's response to 'Submission 2 (Dartmouth Road)' referred to by section 1.1 of this submission refers to Dartmouth Road. Responses (22) to (25) have covered traffic and transport impacts with regards to Dartmouth Square West.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 28                                                                      | 4.10 Human Health                                            | 26       | <p>Section 10.5.1.2 states in relation to Charlemont:</p> <p><i>"there are a number of residences which are predicted to have significant adverse effects from construction noise during the day as outlined in Chapter 13 (Airborne Noise &amp; Vibration), particularly in relation to the upper floors. Significant mitigation including 4m high hoarding is proposed. While residual effects are possible, these would be during the day and will not apply to night-time and therefore will not affect the potential for sleep. Consequently no human adverse effects are expected and although limited noise impacts are predicted near this receptor no significant adverse effects to human health are predicted".</i></p> <p>This is the only assessment of the impact upon human health. The houses on Dartmouth Square West are not even identified as very highly sensitive receptors. It appears as though this section to the EIAR has not fully reviewed or had regard to the construction phasing with night-time working, ground borne noise and vibrations and other matters raised above. This is considered to be wholly inadequate assessment of the impact upon human health in so far as it relates to the properties on Dartmouth Square West.</p> | Response (4) above explains how the impacts from night-time working will be controlled. With the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing all other activities are not predicted to cause significant impact after mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 29                                                                      | 4.11 Interaction of Effects                                  | 27       | Again we consider it to be wholly inadequate as it fails to adequately address the interactions between air borne noise and vibrations, ground borne noise and vibrations, traffic impacts, visual impacts (e.g. of the hoardings) and human health. All of these effects come together in an interaction which significantly impacts upon the amenities of the residents listed as part to this submission.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII disagree with this statement. Chapter 29 of the EIAR presents a comprehensive and detailed assessment of a number of interactions of environmental topics. In Table 29.1 of the chapter the topics that are deemed to interact with each other significantly are set out. It is also worth noting that the Chapter states that <i>"Some of the environmental topic assessments within this EIAR already address impact interactions. For example, Chapter 11 (Population &amp; Land Use) provides an assessment of effects on community amenity, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration. Furthermore, Chapter 10 (Human Health) describes and assesses how a combination of impacts on health determinants (air quality; noise and vibration; community amenity; traffic and transport) can interact and influence health outcomes."</i> It can be observed from the assessment presented in the EIAR that impacts on Dartmouth Square West properties are not predicted to be significant once mitigation measures are in place for the construction phase. As a result, the potential for interactions is limited as outlined in Chapter 29 of the EIAR. However, having regard to noise, where residents consider that their circumstances merit additional mitigation measures, these can be applied for as per the process outlined in Appendix A14.6 Airborne Noise & Groundborne Noise Mitigation Policy. |

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| 30                                                                      | 5.2 Noise and Ventilation<br><br>5.2.1 Ventilation - Description | 29        | The proposed over track ventilation system and smoke system gives rise to impacts that have not been properly assessed in terms of noise and air emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | EIAR Chapter 13, sections 13.2.3.2 and 13.5.3.2.3 recognise that ventilation systems if not designed and mitigated effectively are potential noise sources. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:<br><br>• Reduction of induct flow rates;<br>• Reduction of elements in the airflow;<br>• In duct attenuators;<br>• Orientation of grilles and louvres away from sensitive receptors;<br>• Acoustic louvres; and<br>• Anti-vibration mountings and couplings will be incorporated into the design to control vibration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 31                                                                      | 5.2 Noise and Ventilation                                        | 30 and 31 | 5.2.2 Ventilation Assessment<br><br>Ventilation is an important element of the design and workings of the tunnel, for instance in relation to maintaining adequate levels of moisture in the air and to air quality. Yet it does not appear that it was subject of a full assessment. In fact, it will be subject to 'further design development'. Section 13.5.3.2.3 of the EIAR indicates that an acoustic study was undertaken to assess the proposed ventilation strategy. This important referenced study is not included as an appendix to the EIAR.....<br><br>We would emphasise here that specific noise levels from ventilation from ventilation systems have not been assessed as part of this EIAR but rather would 'be calculated as part of the further design development.' Effectively the impacts upon the houses in Dartmouth Square West of the ventilation systems illustrated on the figure above have not been assessed.<br><br>5.2.3 Ventilation - Observation<br><br>It should be noted that ventilation is also not an element considered under the alternative chapter. There are different technologies that could be used for ventilation, the location of fans and vents could be different, yet no alternative was considered.<br><br>It is queried why noise that is continuous is not assessed as part of this EIAR and may be assessed as part of future iteration. There is no indication that this would be subject of a consultation with potentially affected parties unless this is clearly specified in a condition of a potential grant of the railway order. | As outlined in Section 13.5.3.2.3 of the EIAR the development of the ventilation design included consideration of noise emissions whereby potential noise sources from the ventilation systems were identified as the ventilation shafts and grilles at ground levels. During a tunnel emergency situation noise levels at the external grilles would be elevated. However these noise levels would be below 55dB LAeq at 10m distance. It was considered that in emergency cases this level of noise was acceptable. It should be noted that there is no "missing study" and that the reference to an acoustic study is part of the "preliminary design development " for the project which is summarised in Chapter 4 and Chapter 6 of the EIAR.<br><br>The assessment of ventilation systems has been assessed in line with best practice for this type of fixed installation and as is normal will be further refined as the design develops. The observer has not identified any failure to adhere to best practice guidelines in the assessment, which has demonstrated that the ventilation can be provided at this location within noise thresholds consistent with residential amenity. It is anticipated that adherence to those thresholds will be a condition of the RO as standard.<br><br>In that regard, Section 13.2.6.2.4 of Chapter 13 of the EIAR states that noise level from all fixed installations (which includes ventilation plant from stations) will be limited to not exceed an operational noise level of 50 dB LAeq,16hr during daytime periods and 45 dB LAeq,8hr at noise sensitive buildings to achieve acceptable internal noise levels with windows open. The section also notes that in areas where background noise levels (expressed using the LA90 parameter) are below the fixed noise limits above, there is potential for the operation of a new noise sources at this level to be audible and to generate potential significant effects, depending on the magnitude above the background noise level. Therefore, when considering the potential impact of the noise emissions from operational plant associated with the proposed Project consideration will also be given to the British Standard BS 4142 (BSI 2014 +A1 2019).<br><br>Background noise levels measured at Location UT52 to rear gardens of Dartmouth Square. This value was used as a more conservative estimate of the background levels of noise in the area. The measured background levels here are below the fixed limits above (Table 13.30, Chapter 9 of EIAR), and hence in line with the EIAR noise design criteria for fixed installations, the design of operational plant will also be undertaken in line with BS 4142: 2014 + A1 2019 to ensure no significant noise impact arises as a result of the operational phase plant items. The operational noise criteria for this source is therefore largely dependent on the most up to date and accurate prevailing background noise level. Given the fixed items of plant will not be installed until some 8 years post project commencement, the background noise environment will be resurveyed at the time of the design development to ensure the most up to date information informs the design, specific plant selection and mitigation to comply with the noise criteria set within the EIAR, which forms part of the Railway Order.<br><br>This will be undertaken to determine the permissible increase above the prevailing background noise level to avoid any adverse noise impact in accordance with the standard. As discussed, this approach is set as part of the criteria proposed for the project and hence forms part of the proposed railway order.<br><br>Due to ongoing design development of the systems under consideration here, it is premature to define the specific attenuation measures for noise control until the specific make, model and size of the units is procured. This information alongside the most up to date background noise levels will then inform the acoustic design study at each ventilation location in line with best practice. Notwithstanding, the resultant noise impact will be not significant at the closest noise sensitive locations. |



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| 32                                                                      | 5.2.5 Train Operations - Assessment | 33       | The assessment indicates that there is no significant impact upon Dartmouth Square West. However, the precise point of assessment is not provided. | <p>With regards to the noise of operating rail infrastructure, EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of operational airborne and groundborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and result in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Appendix A14.5 provides building specific outputs of noise and vibration modelling, for Dartmouth Square West refer to pages 95-98.</p> |

| Submission No.                                                          |                                      |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 33                                                                      | 5.2.6 Train Operations - Observation | 33       | <p>It is queried why only train rolling have been accounted for in the assessment of groundborne noise at operational stage. As demonstrated in the preceding section, there are other elements that should have been assessed, specifically ventilation. Ventilation, train rolling and the use of the PAVA system should be cumulatively assessed in accordance with the requirements of the EIA directive to provide a more accurate picture of operational noise levels.</p> <p>By way of comparison, we refer to the noise impact assessment prepared as part of the Crossrail Project.....We note the following project elements were considered as part of the assessment of noise levels arising from the operational phase.....</p> <p>In summary, there is a variety of potential sources of noise which could arise from the operational phase. Either these were overlooked by the applicants or scoped out. If the latter applies, an explanation should be provided.</p> <p>At a minimum, noise arising from ventilation and traffic should have been considered as these are measurable. Given that underground metro systems are common in Europe, where the EIA Directive also applies, it is hard to comprehend why the operational noise assessment is so scant and includes so little information.</p> <p>The drawings indicate drop-off point on Grand Parade. There is a further one indicated on the new internal link road. It is evident from drawing ML1-JAI-SRD- ROUT-XX-DR-Z-02090 - Proposed Street Level Design that cars will use this new link as a rat-run to avoid the Ranelagh Road / Grand Parade junction. It is queried why no traffic noise assessment was undertaken and was not considered in cumulation with other operational noise.</p> <p>We query why the assessment of predicted noise levels at operational stage has been narrowed to include sole consideration for train rolling but no other sources of noise. The results presented by TII are not realistic and do not comply with the requirements of the EIA Directive which require that impacts be assessed cumulatively. We also contend that by excluding much of the potential sources of noise, the results presented are misleading and inaccurate.</p> | <p>Section 13.5.3.2.4 of the EIAR notes that the majority of station structures for the proposed Project will be fully underground. Any breakout of noise from the station areas is likely to be via the access stairwells and escalators to ground surface.</p> <p>At Charlemont, the station platform is 22m below ground level and hence noise from PAVA systems at platform level will be significantly attenuated with distance and the screening by the intervening concourse and mezzanine levels between the ground level and the platform.</p> <p>The submission makes reference to the cross rail assessment of rail noise sources, the Cross rail document scopes out a specific assessment / calculation of noise from PA systems based on the following:</p> <p>“Noise from PA systems at Stations and Depots – This is scoped out on the basis that ..... where there is to be a new PA installation, where there was none previously, technology is available to avoid a significant impact or disturbance arising. This is also necessary as local authorities use nuisance control powers to limit noise from PA systems”</p> <p>Section 13.5.3.2.4 of the EIAR explains that the design of the PA system will follow the following requirements:</p> <ul style="list-style-type: none"><li>• The PA system shall be designed to minimise noise disturbance to the specific surroundings. An acoustic simulation shall be developed to check audio levels at a later stage of the design; and</li><li>• Audio levels shall be simulated to ensure correct intelligible levels and audio distribution throughout the stations</li></ul> <p>The best practice design principles which will be employed as part of the PA system design will have full regard to minimising noise breakout from these systems to the surrounding environment.</p> <p>Specific noise calculations are not undertaken of this source as it will not generate any audible or significant noise impact once operational in line with best practice applied to other similar large scale rail projects, including Cross Rail.</p> <p>Airborne noise from trains within the tunnel and station will not be audible at ground level. The principal noise source associated with operational trains is groundborne noise which has been fully assessed in Chapter 14. No significant impacts are determined.</p> <p>As discussed above, noise from PA systems will be substantially screened due to the platform depth and the system design. There are no significant impacts associated with this source.</p> <p>Escalators will provide access between ground level to station platform level. Mechanical elements associated with escalators are housed below ground and are fully enclosed. The station entrance is enclosed by a roof structure and walls around the perimeter at ground level. The escalators set back into the station. Notwithstanding, operation of escalators do not generate any notable noise sources during operation and will not be audible above the prevailing noise environment to the adjacent residential properties.</p> <p>A traffic noise assessment has been undertaken for the full extent of the study area which includes the surrounding road networks of Charlemont Station. Section 13.5.3 of Chapter 9 of the EIAR discusses the noise impact assessment associated with operational phase traffic on the surrounding road network. The change in road traffic noise is determined to be negligible and not significant as a result of the proposed development. Also please note that no 'drop-off' areas are provided with the exception of a proposed drop-off on Grande Parade for persons of restricted mobility only.</p> <p>The drawing referred to presents a road across the finished station between Dartmouth Road and Grand Parade. The intent of this road is to provide access to the Union Development only and will not allow through access. The road will be barriered and have controlled access, be speed restricted and traffic calmed, and be treated as a shared vehicular pedestrian space. This will prevent it from being used as a "rat-run".</p> <p>Chapter 13 Airborne noise and vibration includes the assessment of changes in road traffic noise resulting from the project in Section 13.5.3.1.</p> <p>In summary, the key potential sources of airborne noise associated with the operational phase is set out in Chapter 9 of the EIAR.</p> |

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| 34                                                                      | 5.2.7 Public Address (PA) Systems                               | 33       | Section 13.5.3.2.4 of the EIAR relates to PA systems. The majority of station structures for the proposed Project will be fully underground. Any breakout of noise from the station areas is likely to be via the access stairwells and escalators to ground surface. This is a significant concern for the residents of Dartmouth Square West as they reside directly next to the main entrance where PA announcements for 19 hours a day can have the potential to significantly impact their amenities. This is not assessed in the EIAR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Please refer to response (33) above regards PA systems.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 35                                                                      | 5.3 Hours of Operation                                          | 33       | <p>MetroLink is planned to operate 19 hours per day, 365 days a year. It is planned that there would 20 trains per hour at a frequency of three minutes between trains. Stations would be opened from 5.30 am to 00.30 every day of the year.</p> <p>Further to comments on passing traffic, the operating hours mean that effectively, the new metro street running parallel to the station will become some form of thoroughfare at least 19 hours per day.</p> <p>The drawing no. ML1-JAI-SRD-ROUT-XX-DR-Z-02090 - illustrates the proposed street level design. It is also not clear how the station concourse and area will be physically closed to the public outside of operating hours. Metallic rolling shutters are noisy. Both of these could affect the residential amenities of nearby neighbours.</p> <p>We would also note that the Luas Green Line with which the Charlemont station interfaces closes at 11 pm on Sunday. Yet, it is proposed that Metro will operate the interchange for an extra hour when there is no Luas to interchange to.</p> | <p>Response (33) above explains how access will be controlled to the new road that connects Dartmouth Road and Grand Parade.</p> <p>The station entrances are enclosed with gates, there are no roller shutter doors proposed at the station entrances. It will also be a contractual requirement placed upon the MetroLink operator to act responsibly and considerately, and be a 'good neighbour' when operating the station.</p> <p>The operating hours for Luas services is not a matter for this railway order submission, however TII expect that once the scheme is operational the operating hours of both services will be closely co-ordinated by the National Transport Authority.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 36                                                                      | 5.4 Traffic and Transport<br><br>5.4.1 Modelling and Assessment | 35       | <p>No local area modelling is undertaken of the impact upon the road network around the Charlemont Station. The assessment done as part of the EIAR (Appendix A9.2-B Traffic and Transport Assessment- Charlemont Station) fails to have regard to the most up-to-date bus connects plans. As with the construction phase, the assessment relies on a strategic assessment that does not take into account the local impacts. The figure below illustrates the road layout upon completion.</p> <p>The development creates a significant new link in the road network through the site linking Grand Parade with Dartmouth Road and Ranelagh Road. This creates a rat-run which will effectively bypass the Ranelagh Road/Grand Parade signalised traffic junction. This traffic movement has not ben assessed.</p>                                                                                                                                                                                                                                                   | <p>It is not correct to say no local area modelling has been undertaken. A VISWALK local model has been developed for this station, assessing the impact of the new pedestrian crossing on Grand Canal on the road network. The model demonstrates that it will have a minimal impact on driver delay on this road. In overall terms, the Charlemont station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, as evident in the forecasted modal shift, and as such further local traffic or junction modelling was not undertaken.</p> <p>Additionally, as detailed in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, the Project has been assessed in two alternative future scenarios.</p> <p>Scenario A includes (but is not limited to) Bus Connects Dublin Area Bus Network Redesign, and Bus Connects Fares and Ticketing.</p> <p>Scenario B includes (but is not limited to) Bus Connects Core Bus Corridors (planned 16 corridors).</p> <p>The anticipated future receiving environment at this location with Bus Connects Network Redesign services in place, is presented in section 3.2 of this document, with the assessment of impacts during the operational phase presenting impacts in both Scenario A and Scenario B.</p> <p>Regards the internal street between Grand Parade and Dartmouth, as explained by response (33) above, the intent of this road is to provide access to the Union Development only and will not allow through access.</p> |

| Submission No.                                                          |                                                                          |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| Item No.                                                                | Section Ref.                                                             | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 37                                                                      | 5.4 Traffic and Transport<br><br>5.4.2 Drop-Off, Pick Up and Interchange | 35       | There is very limited drop-off or pick up facilities or proper interchange for taxi or future bus services. Given that the location of integration with bus services in this suburban location, it is likely that there will be a significant demand for such interchange facilities.                                                                                                                                                                                                                                                                                                                                                         | <p>The Station is intentionally designed with only one drop-off for persons of restricted mobility only. As detailed in EIAR Chapter 6, MetroLink Operations and Maintenance, the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport, to discourage the use of private vehicles. Charlemont Station provides a short interchange distance to the Green Line, as well as being within a 5-minute walk of BusConnects proposed A Spine and E Spine routes. The provision of drop-off facilities have been considered during the design process with such facilities only provided at locations that are less likely to encourage unnecessary short journey car trips in the local area.</p> <p>During the operational phase, the model zones around Charlemont Station forecast a reduction in Car mode share, with a reduction of between 400 and 800 car trips over the 12hr period. Transport modelling presented in EIAR Chapter 9, Traffic and Transport also indicates that the majority of passengers boarding and alighting at Charlemont will transfer from/to other forms of public transport, and therefore will not require drop-off facilities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 38                                                                      | 5.4 Traffic and Transport<br><br>5.4.3 Pedestrian Movements              | 36       | The figure below illustrates the level of pedestrian activity in and around the northern entrance to the station. This will give rise to a significant amount of activity in an around the detriment of residential amenities of those living in Dartmouth Square West.                                                                                                                                                                                                                                                                                                                                                                       | <p>As detailed in EIAR Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, a microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station. The simulation model covers the full extent of the publicly accessible station entrance, including the immediate vicinity of the station entrance at street level. With the new 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 going east towards Dartmouth Square West.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 39                                                                      | 5.5 Impact upon Amenities<br><br>5.5.1 Anti-Social Behaviours            | 37       | The residents have significant concerns that this major interchange station will attract anti-social behaviour for up to 19 hours a day. This is common with many European capital interchanges. This currently is a relatively quiet residential area that benefits from amenities, but the potential for late night arrivals, taxi pick-ups, drop-offs and anti-social behaviour would disturb these amenities and later the nature of the area.                                                                                                                                                                                            | <p>The interchange will certainly increase the number of people passing through the area, however it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to the area. TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus. Furthermore as outlined in Chapter 6 of the EIAR, CCTV will be installed at all stations including Charlemont with monitoring of each station being managed from the Operational Control Centre. This means that in the unlikely event of antisocial behaviour, MetroLink security staff and /or An Garda Siochana will be notified immediately to manage the situation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 40                                                                      | 5.5 Impact upon Amenities<br><br>5.5.2 General Impacts                   | 37       | The overall impact of both the construction and operational phases of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, operational emissions, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of the residents listed in this submission. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "To protect and/or improve the amenities of residential conservation areas. | <p>The impacts of the proposed project, both during the construction and operational phase have been assessed in the EIAR that accompanies the Railway Order, with mitigation measures proposed where necessary and practicable, to ensure impacts are within acceptable limits, noting that there will be a temporary groundborne noise significant impact when the TBM passes for approximately 2 weeks. For the vast majority of the construction phase and all of the operational phase, the impacts of the Project are consistent with the protection and improvement of the amenities of this residential conservation area. The operation of the project will improve those amenities by improving access to sustainable transport and reducing traffic. The above responses have also addressed in summary the concerns raised by this submission.</p> <p>Regards the reference to the Z2 zoning objective. The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and will not impact on the amenities or architectural qualities of the area. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z6 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, the Station design promotes the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |  |

| Submission No.                                                          |                                                         |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                | Section Ref.                                            | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 41                                                                      | 6. PROPERTY ISSUES<br><br>6.2 Compulsory Purchase Order | 38       | We would point out that this submission highlights that there will be a significant loss of amenity of the properties which are the subject of the CPO and hence there will be a diminution in the value of retained land.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The loss of amenity referred to is temporary. TII do not agree that the development will have a long term and permanent negative affect on the value of property. In fact there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. |
| 42                                                                      | 6. PROPERTY ISSUES<br><br>6.3 Rear Lane                 | 38       | <p>Under the proposed railway works of Dartmouth Square, the plans demarcate proposed permanent acquisition (ML 70-A3). The Metrolink proposal includes permanently acquiring a significant portion of the laneway from no. 11 to 15 inclusive with approximately 30% of the laneway width remaining at this location. This leaves c.800mm of space between the proposed permanent acquisition site area and the garden walls to properties no. 11-15 inclusive. In addition, the remainder of the laneway is due to be a temporary site.</p> <p>On 29th October 2019, the National Transport Authority and the National Road Authority Operating as Transport Infrastructure Ireland entered into an agreement with a number of residents of Dartmouth Square West. In entering this agreement, TII agreed to a position in advance of submitting this application.</p> <p>The Application as proposed is in breach of the agreement. In the circumstances, it is submitted that TII ought to amend the application to ensure it complies with their obligations under this agreement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII will comply fully with the terms of agreement entered into with the residents of Dartmouth Square West.                                                                                                                                                                                                                                                                                                                                                                  |
| 43                                                                      | 6. PROPERTY ISSUES<br><br>6.4 Properties                | 38       | The owner of no. 1 Dartmouth Square has not been named in the book of reference. However, the occupier has received the documentation issued by TII.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The Occupier (s) of 1 Dartmouth Square has been acknowledged in the book of reference.                                                                                                                                                                                                                                                                                                                                                                                       |
| 44                                                                      | 6. PROPERTY ISSUES<br><br>6.5 Devaluation of Properties | 39       | <p>During the construction stage, there will be a severe impact upon property values. Section 21.3.5.1 of the EIAR states:</p> <p><i>"The value of the properties may be impacted upon by various existing external forces which contribute to the degradation of that property. These can include high levels of noise, vibration, traffic or air pollution".</i></p> <p>There is no assessment of the impact upon value of properties. Section 10.13.4 of the Non-Technical Summary merely states:</p> <p><i>"Existing and planned future properties will benefit from being located in close proximity to a new permanent public transport system. Experience of the effects of the Luas Red and Green Lines on property prices along these lines would indicate that generally residential property values and land values in the study area will increase"</i></p> <p>However, there is no evidence in the documentation to support this. The Planning and Development Act 2000 as amended specifically links the loss of amenity and the devaluation of property as the reason for refusal which excludes rights to compensation. It is only properties that are purchased as a result of the CPO associated with the Rail Order that can benefit from compensation. The State is not in a position to grant permission for development which will devalue property, as there is no mechanism for compensation in these circumstances. To grant permission where there is a loss of amenity, and an associated devaluation of property, would adversely affect the right to enjoy one's dwelling and property rights as protected under the Constitution and the European Convention of Human Rights. The intensity and duration of construction and the ongoing impacts during operation, including the proximity of the Terminus to a number of dwellings, are all likely to impact negatively on the value of the affected properties. The potential loss of part of the rear laneway will also have a major detrimental effect on the amenities of the residents of Dartmouth Square West and value of their properties. There has been no examination to the adverse impacts these proposals will have on the valuation of properties at Dartmouth Square West.</p> | For the reasons noted by the observation and response (41) above, evidence indicates that in the long-term the value of property will increase.                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                          |                                                                                                     |          | 041                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                     |          |                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 45                                                                      | 6. PROPERTY ISSUES<br><br>6.6 Temporary Relocation                                                  | 40       | Effectively some, or all of the residents listed in this submission may have to be temporarily relocated at TII's expense. Indeed, given the 9 year duration of the construction programme, this would effectively be a permanent relocation.                                                              | As noted by response (4) above, on the implementation of noise mitigation measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures can be implemented at individual properties should this be merited.        |
| 46                                                                      | 6. PROPERTY ISSUES<br><br>6.7 Required Purchase at Markey Value                                     | 40       | The residents of this subject submission do not wish for their homes to be purchased at the market rate.                                                                                                                                                                                                   | TII does not have a requirement to purchase any Dartmouth Square West properties.                                                                                                                                                                                                                                                                                                                                 |
| 47                                                                      | 6. PROPERTY ISSUES<br><br>6.8 Costs                                                                 | 40       | Representation and the costs of this submission by a land-owner affected by a CPO will be a legitimate cost incurred.                                                                                                                                                                                      | Any costs associated with making representations through the RO application process including professional fees, should be recovered from the land-owner/ interest making the submission.<br><br>Reasonable fees and costs associated with preparing and negotiating a claim for compensation following an enforceable RO may be recoverable from the MetroLink Project in accordance with the compensation code. |
| 48                                                                      | 7. SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Policy & Procedure | 41       | <ul style="list-style-type: none"><li>The submission is supportive of the CDCG general submission which seeks the removal of the Tara Street to Charlemont section of the rail order.</li></ul>                                                                                                            | Response (1) above explains why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted.                                                                                                                                                                                                                                               |
| 49                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Policy & Procedure    | 41       | <ul style="list-style-type: none"><li>Specifically the Charlemont station should not form part of the rail order as it will severely and demonstrably adversely affect the residential amenities of the Dartmouth Square residents both during the construction phase and the operational phase.</li></ul> | Please refer to response (40) above.                                                                                                                                                                                                                                                                                                                                                                              |



| Submission No.                                                          |                                                                                                  |          | 041                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 50                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Policy & Procedure | 41       | <ul style="list-style-type: none"><li>The deep construction required immediately adjacent to residential houses is wholly inappropriate and will result in a very severe loss of amenity and devaluation of property.</li></ul>                                                                                                                                      | <p>TII do not agree that the construction of Charlemont Station in proximity of the Dartmouth Square West properties is inappropriate. The above responses address the concerns raised, including responses (3) and (4) regards the assessment and management of noise and vibration impacts, response (7) regards the assessment and management of piling activity, and responses (15) and (16) regards the assessment and management of settlement and ground movements.</p> <p>TII do not consider there will be a severe loss of amenity or long-term devaluation of property as explained by response (41) above.</p> |
| 51                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | <ul style="list-style-type: none"><li>The construction noise impact assessment is wholly inadequate as it fails to consider the internal noise impact over a 9 year period, defers assessments to the design and construction stage, fails to properly assess night time impacts, incorrectly categorises impacts as very significant as opposed profound.</li></ul> | <p>As explained by the responses above TII do not consider the construction noise impact assessment inadequate. Please also refer to:</p> <p>Response (4) - explains why the construction noise impact assessment is not inadequate.</p> <p>Response (3) - explains that assessments are not deferred and that the assessment of noise levels at building facades is normal for this type of analysis</p> <p>Response (9) - explains how night time impacts have been assessed</p> <p>Response (8) - why impacts are correctly categorised</p> <p>Response (18) - explains duration of predicted impacts.</p>              |
| 52                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | The EIAR fails to properly assess the settlement impacts of the tunnelling upon houses on Dartmouth Square West and there may be settlement of between 10mm and 30 mm which would severely affect these protected buildings.                                                                                                                                         | Please refer to responses (15) and (16)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 53                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | The hydrogeological impact assessment is inadequate as it has not bene based upon local bore hole logs and no local impact assessment has been undertaken around Charlemont station.                                                                                                                                                                                 | Please refer response (17) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                          |                                                                                                  |          | 041                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                | Section Ref.                                                                                     | Page No. | Observation Statement                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                  |          |                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 54                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | Construction of the intervention tunnel will give rise to significant noise and disturbance, 24/7 during the period of its construction.                                                              | <p>There is an error in Table 14.13 of the EIAR where it is outlined that drill and blast will be used at "all underground stations and intervention tunnels". A number of amendments were made to the proposed construction methodology for the intervention tunnel and these were assessed in the EIAR. These amendments included moving the intervention tunnel deeper and excavating the tunnel by mechanical means only. Both of these interventions were proposed to reduce potential effects arising from the construction of the intervention tunnel. The assessment of the mechanical excavation for the evacuation tunnel and intervention tunnel has been carried out, and is included within Chapter 14 of the EIAR. The assessment of groundborne noise and vibration from mechanical excavation for a number of representative receptors is presented in Table 14.31 and Table 14.33, with predictions for a greater number of receptors in the area presented in Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery. Please also refer to response (4) above.</p> |
| 55                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | The construction phase will last over 9 years. This is a medium-term effect which has not been properly considered in the EIAR.                                                                       | <p>This statement is incorrect. Please refer to Table 2.3 of Chapter 2 of the EIAR where the durations of effect utilised in the analysis throughout the EIAR are referenced. However, please note that the assessment in Chapter 13 has noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. excessive noise effects resulting from the construction will not last 9 years, but will last as long as the "noisy activity" lasts. These durations are outlined in Chapter 13 of the EIAR.</p> <p>Please also refer to response (18) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 56                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | The hours of construction proposed include 12 hour working days and significant element of 24 hour working during certain periods of the contract.                                                    | Please refer to response (4).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 57                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | The alternative construction compound has not been properly assessed and given the impacts of that proposed, it is incumbent upon TII to properly assess this and propose it as a mitigating measure. | <p>There is one construction site proposed for the construction of this station in the immediate vicinity of the station. No other construction site would be feasible for the construction of this station.</p> <p>In the majority of cases, including Charlemont it is not possible to consider an alternative site for a construction compound as the site is the location of the construction works for the MetroLink Station at Charlemont. Table 7-19 also refers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Submission No.                                                          |                                                                                                  |          | 041                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                  |                                                                                                  |          | Charlemont & Dartmouth Community (CDCG) on behalf of Dartmouth Square West (Agent - MacCabe Durney Barnes)                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                | Section Ref.                                                                                     | Page No. | Observation Statement                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                  |          |                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 58                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | Additional traffic will be generated during construction and the rediverting of traffic will have an adverse effect upon the local road network. HGV traffic on quiet residential roads will have a severe impact upon amenities. | Please refer to response (23) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 59                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 41       | There will be a severe impact upon human health which has not been properly assessed.                                                                                                                                             | <p>The Human Health Assessment is presented in Chapter 10 Human Health. This chapter identifies human beings as being sensitive due to their age, health status or for other reasons. But as outlined in section 10.3.4 of the Chapter 10 of the EIAR, it is neither possible or necessary to identify every sensitive receptor along the proposed alignment. The approach used in the assessment is to present residences (including the ones listed), schools, workplaces and places of worship as "highly sensitive" as identified in section 10.3.4.2. This EIAR has had full regard to the construction phasing, including night time working, and groundborne noise and vibration etc. as the health assessment is based on the modelling and assessment outputs of a number of chapters (see Table 10.3). These are Chapter 9 Traffic and Transport, Chapter 11 Population and Land Use, Chapter 12 Electromagnetic Compatibility and Stray Current, Chapter 13 Airborne Noise &amp; Vibration, Chapter 14 Groundborne Noise &amp; Vibration, Chapter 16 Air Quality , Chapter 18 Hydrology, Chapter 19 Hydrogeology and Chapter 20 Soils and Geology.</p> <p>It is not correct to say "There will be a severe impact upon human health which has not been properly assessed." EIAR Chapter 10, Human Health has identified that there may some residual effects after mitigation measures due to the noise and vibration arising from mechanical excavation, TBM advancement and proposed blasting resulting in "annoyance to users, but no health effects".</p> |
| 60                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Construction Phase | 42       | The proposed mitigation measures do not mitigate the profound impact that the proposed scheme will have on residents of Dartmouth Square given the associated scale and time period of the proposed development.                  | <p>The analysis presented in the EIAR does not support this statement. No profound impacts have been identified for the residents of Dartmouth Square and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. See below for more details of relevant analysis:</p> <p>(1) EIAR Chapter 9 Traffic and Transport outlines that after mitigation measures have been implemented there will be a residual long term slight impact on pedestrians as there will be more pedestrians in the area. However the use of existing footpaths will be at "acceptable comfort levels". There will be no other residual impacts either in the construction or operational phase related to traffic or transport.</p> <p>(2) EIAR Chapter 10 has identified that from the Human Health perspective, there may some residual effects after mitigation measures due to the noise and vibration arising from mechanical excavation, TBM advancement and proposed blasting resulting in "annoyance to users, but no health effects"</p> <p>(3) These effects are also addressed in EIAR Chapter 13 where mitigation measures are proposed including 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at 10 &amp; 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be reduced to moderate.</p>                                           |

| Submission No.                                                          |                                                                                                 |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                | Section Ref.                                                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                         |                                                                                                 |          | Response (60) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | (4) EIAR Chapter 14 assesses ground borne Noise and Vibration and identifies a residual impact on Dartmouth Square West of significant during the advancement of the TBM. However, this will be for a limited duration and residual effects from other construction phase activities are not considered significant following the implementation of mitigation measures.<br><br>(5) EIAR Chapter 16 Air Quality identifies that there will be no significant effects once mitigation measures are implemented.<br><br>(6) EIAR Chapter 21 Land Take has identified a significant effect on Dartmouth Square properties due to the requirement for temporary land take for construction and for the erection of noise barriers. However this land will be reinstated following the completion of the construction phase.<br><br>(7) EIAR Chapter 26 of the EIAR identifies the potential for impacts on Dartmouth Square ACA due to enabling works entailing the redirection of utilities. However it is proposed that these works will be managed in accordance with a method statement to be prepared by the Project Conservation Architect in order to minimise any effects on the historical granite steps, kerbing and lamp standards. The impacts following the implementation of these mitigation measures was considered to be slight.<br><br>(8) EIAR Chapter 27 identifies potential landscape and visual effects after mitigation associated with the construction phase. These are moderate and negative for the effects on the landscape amenity and slight and negative for the visual effects. |
| 61                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Operational Phase | 42       | The operation of the trains and associated ventilation systems has the potential to adversely affect the amenities of the residents and has not been properly assessed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Please refer to responses (30), (31) to (33) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 62                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Operational Phase | 42       | The post completion permanent arrangement will result in significant rat-running between Ranelagh Road and Grand Parade to the detriment of the residents on Dartmouth Square West. No adequate drop-off, pick-up facilities, taxi ranks, or interchange with other services are proposed.                                                                                                                                                                                                                                                                                                                                                    | Regards the internal street between Grand Parade and Dartmouth, as explained by response (33) above, the intent of this road is to provide access to the Union Development only and will not allow through access.<br><br>Please refer to response (37) regards drop-off, pick-up facilities, taxi ranks, and interchange with other services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 63                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Operational Phase | 42       | The overall impact of both the construction and operational phases of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, operational emissions, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of the residents listed in this submission. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "To protect and/or improve the amenities of residential conservation areas. | Please refer to response (40) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                          |                                                                                                 |          | 041                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                | Section Ref.                                                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 64                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Operational Phase | 42       | The mitigation measures proposed do not meaningfully mitigate the significant adverse impacts during operation for residents of Dartmouth Square West                                                                                                                                                                                         | <p>The identified impacts associated with the operational phase are limited to impacts associated with the movement of increased numbers of people in the area, but these impacts are not considered significant. Chapter 9 Traffic and Transport outlines that after mitigation measures have been implemented there will be a residual long term slight impact on pedestrians as there will be more pedestrians in the area. However the use of existing footpaths will be at "acceptable comfort levels". There will be no other residual impacts either in the operational phase related to traffic or transport. Please also refer to responses (36) to (38). In addition, no significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project as outlined in Chapter 11 Population and Land use. With regards this submission and the observations raised:</p> <p>Responses (30) and (31) - explains how potential noise and ventilation impacts will be managed and mitigated.</p> <p>Response (32) - explains why rail noise levels will not have a significant impact.</p> <p>Response (33) - explains how noise from PA and escalators will be managed so that it does not have a significant impact, and that traffic noise has been assessed and is not predicted to be significant.</p> <p>Response (39) - explains how the risk of anti-social behaviour will be managed.</p> <p>Following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle, the residual effects that will arise during operation will be permanent and positive.</p> |
| 65                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Property Issues   | 42       | The permanent acquisition of part of the rear laneway will legally impede rights of access to the rear of properties.                                                                                                                                                                                                                         | Please refer to response (42) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 66                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Property Issues   | 42       | <p>The permanent loss of part of the laneway will inevitably impact upon the amenity and value of retained land/property.</p> <p>The development will inevitably impact upon the value of retained land/property.</p> <p>There will be a significant devaluation in property and the Board must refuse this element of the railway order.</p> | Please refer to response(42) and (44) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 67                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.1 Summary of Submission Points<br><br>Property Issues   | 42       | Owners' cost of engaging in the process should be borne by TII.                                                                                                                                                                                                                                                                               | Please refer to response (47).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                          |                                                                              |          | 041                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 68                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.2 Requested Amendment and Conditions | 42       | <p>The parties to this submission fully support the requested amendments in the General submission in relation to the omission of the section between Tara Street and Charlemont and the making of a separate railway order application for a section between Tara Street and St Stephens Green. This element should effectively be refused for the reasons outlined above.</p> <p>The EIAR is wholly inadequate and does not properly assess the impacts of the development in accordance with the requirements of the Directive.</p>                                                                                           | <p>TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted for the reasons explained by response (1) above, noting also that a scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p> <p>However, while there is a strategic need for a MetroLink station at Charlemont, TII recognise that the short-term implications for local residents will be significant as the scheme progresses through the construction stage. TII are committed to working closely with local residents to ensure the required mitigation measures are put in place.</p> <p>Finally, TII note that throughout this submission MacCabe Durney Barnes have frequently referred to the Railway Order application, and in particular the EIAR as being inadequate. TII do not accept this, and consider that the level of detail not only submitted as part of the Railway Order application, but the particular responses provided above to individual statements and observations made demonstrate the detailed consideration that has been applied to the submitted MetroLink Railway Order application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 69                                                                      | SUMMARY & REQUESTED AMENDMENTS<br><br>7.2 Requested Amendment and Conditions | 42       | <p>Requested amendments and conditions are as follows:</p> <p>1. Properly designed drop-off and pick up on Grand Parade.</p> <p>2. Apply appropriate and binding conditions in relation to noise and vibration limits based upon impacts upon internal noise and not external facades.</p> <p>3. Restrict construction hours to 07:30 hrs to 18:00 hrs Monday to Friday, 0:800 hrs to 13:00 hrs on Saturday with no working outside of these hours., No night-time working should be permitted.</p> <p>4. The application should be consistent with the agreed terms between TII and the residents of Dartmouth Square West.</p> | <p>1. Please refer to response (37). The provision of a drop off at this location is proposed for PRMs only. In this context, it is proposed that the number of drop offs will be minimal and as such will not impact traffic movements significantly. TII do not want to introduce further drop off points as they would attract vehicular traffic to the area which would potentially cause traffic congestion.</p> <p>2. Chapter 13 of the EIAR does specify the use of appropriate noise limits supported by a monitoring programme to ensure that limits are adhered to (at the facade of nearby sensitive receptors). Please refer to the response (3) that explains why the use of the external facade is appropriate for the assessment.</p> <p>3. Response (4) explains the working hours proposed by the Railway Order application and how both day time and night time works will be managed. The rational for night time working is also explained, noting all planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds.</p> <p>Also as noted by response (4), upon the implementation of mitigation measures the residual impacts are predicted to be moderate for day time working. In addition, as outlined by the Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures can be implemented at individual properties should this be merited. It is therefore not considered necessary to reduce the proposed day time working hours of Monday to Friday 07:00 to 19:00, and Saturday 07:00 to 13:00 or unreasonable to be able to undertake work during these core day time hours whilst still providing residents with quiet time during MetroLink construction.</p> <p>In addition progressing this work 24 hours a day will ensure that the construction phase is completed much more quickly, thereby reducing the duration of effect on nearby sensitive receptors.</p> <p>4. Please refer to response (42) above.</p> |



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

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Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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|                                                                                                                                                                                                                                    |                                                              |          | Response (2) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>• The proximity of the MetroLink station to the Luas stop at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange, as well as being within a 5-minute walk of BusConnects proposed A Spine and E Spine routes. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</li></ul> <p>These benefits would not be achieved by a terminus at St Stephen's Green.</p> <ul style="list-style-type: none"><li>• The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Please refer to Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location, Table 7-16 Summary to Identify Southern Termination Point for MetroLink.</li></ul> <ul style="list-style-type: none"><li>• As noted above, the location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</li></ul> <ul style="list-style-type: none"><li>• By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</li></ul> <ul style="list-style-type: none"><li>• The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ratio (BCR).</li></ul> <p>Omitting this station or providing an alternative location would contravene the Transport Strategy. TII is legally obliged to secure the provision of the light rail and metro infrastructure determined from time to time by the NTA. An Bord Pleanála is also required to give significant weight to the Transport Strategy. It is among the most important policies in the national planning hierarchy.</p> |
| 3                                                                                                                                                                                                                                  | 2. Executive Summary<br><br>Strategic Need and Business Case | 2        | The entire project business case is flawed when it is based on the proposed southern terminus that lies outside current transport policy. This fact is recognized in both the JASPERS independent review and the MPAG Review, which identifies the section of the project south of St. Stephen's Green as 'strategically weak' and that it duplicates other fixed rail services. Surprisingly, the final Business Case did not address these concerns. As this section is probably one of the most expensive parts of the project (1km of tunnel and 1 station for €650m), its removal from scheme is likely to substantially increase the probability of the project successfully getting through the next stages of the government approvals process. Furthermore, the JASPERS review concludes that the connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line and this would bring the project back in line with current transport policy. | <p>TII do not agree that the section of the project south of St. Stephen's Green as 'strategically weak' and that it duplicates other fixed rail services.</p> <p>Please also refer to responses (1) and (2) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 4                                                                                                                                                                                                                                  | 2. Executive Summary<br><br>City Centre Hub Location & Prejudicing Options for Expansion of the Transport Network | 2        | <p>While a metro south extension is not part of current transport policy, even if it were to be considered at some stage in the future, the starting point for an extension should be St. Stephens Green and not Charlemont. The section of the Luas Green Line from St. Stephens Green to Charlemont is already one of the existing spokes radiating out from the hub of St. Stephens Green. Therefore, this duplicating section of the proposed MetroLink project represents an upfront payment of €650m towards a single future option, that is the replacement of the Luas Green Line. Once a metro section is built to Charlemont, it will deny other potential routes, such as to the south-west, the opportunity to build a successful business case as it forces increased costs of connecting from Charlemont and bypasses the opportunity of addressing unserved areas closer to the St Stephens Green Hub. This effectively "locks-in" the Green Line Replacement 2-3 decades in advance of any requirement.</p> <p>n addition, any future underground tunnelled solution (i.e. an option other than the Luas Green Line replacement) would start boring from the south and therefore there is no advantage tunnelling to Charlemont now (which the NTA/TII claims is an "appropriate" location for these other options). Such a new tunnel could be aligned all the way to St Stephen's Green; however, this would create a €650m stranded asset/ white elephant at Charlemont and would be a costly negative to overcome in any business case. Moreover, any overground rail or road solution on the south (other than the Luas Green Line replacement) could not interchange at Charlemont because its location is so constrained and incapable of further transport mode connections.</p> <p>Charlemont is in a residential area not a city centre location. It can only interchange with the Luas Green Line and has no scope for adequate connectivity with other modes of transport, such as other proposed light rail, bus services and road transport. It is simply not suitable as a Key Transport Interchange to serve Dublin city centre.</p> | <p>Please refer to responses (1) and (2) above.</p> <p>The location of the Charlemont station is partly in residential zoning and partly in a commercial zoning Z6 (To provide for the creation and protection of enterprise and facilitate opportunities for employment creation) and is in close proximity to a concentration of commercial buildings and hotels along and just inside the canal ring.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 5                                                                                                                                                                                                                                  | 2. Executive Summary<br><br>Flawed Assessment of Alternative South Termini                                        | 3        | <p>The Rail Order Application contains a deeply flawed rationale in the consideration of alternative terminus locations to the south. The "decision... not to upgrade the Luas Green Line to Metro" should have resulted in NTA/TII demoting the importance of the "Charlemont (tie in with Luas Green Line)". The alignment choices "to determine the most appropriate termination location for the MetroLink project" should have investigated three options: St Stephen's Green West, St Stephen's Green East and Charlemont. St Stephen's Green West becomes a viable option once the NTA/TII's self-imposed constraint of forcing a connection to a Luas Green Line tie-in location is removed. Indeed, a carefully designed St Stephen's Green termination point (West or a more connected version of East or a hybrid) would provide a superior interchange with the Luas Green Line and maximise the scope for future southern extension routes (including the possible replacement of the Luas Green Line option). The fact that St Stephen's Green was never properly evaluated as a terminus option shows that the EIAR is deeply flawed and inadequate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Responses (1) and (2) provide the rationale for the proposed Charlemont Station.</p> <p>The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont and considered station locations at St Stephen's Green West.</p> <p>A station on St Stephen's Green West is not preferred for several reasons:</p> <p>If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to provide a design that is compliant with NFPA 130. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. Open space is extremely limited in this part of the urban core and where it exists it has important institutional, recreational and cultural uses (eg the grounds of Trinity College Dublin.</p> |  |

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|                                                                                                                                                                                                                                    |              |          |                                                                                                          | <p>As noted above, it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042, and this is preferred for the reasons set out by responses (1) and (2) above. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and again an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is more impactful in comparison. It is also noted that while the proposed location of a station at Charlemont is being objected to by this submission, it does not change the fact that an alignment between the proposed Tara Station and the critical interchange it provides with Irish Rail, and a station on St Stephen's West is not acceptable to TII for the reasons set out above.</p> <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a technically better solution, more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> |

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

| Submission No.                                                                                                                                                                                                                     |                                                                                                                                 |          | 042                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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|                                                                                                                                                                                                                                    |                                                                                                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. It was clearly within the Board's remit to grant permission for the Grand Parade Development with the MetroLink Enabling Works included so as to allow the site to be developed in accordance with its zoning objective while preserving the option to provide the proposed MetroLink station at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 7                                                                                                                                                                                                                                  | 2. Executive Summary<br><br>Charlemont Station Box work are not described in the Rail Order Application (EIA Project Splitting) | 4        | The enabling works and construction of the station box at Charlemont, which have already been undertaken, are not described in the Application as forming part of the subject Rail Order, Under the EIA Directive, an EIA must consider the direct, indirect and cumulative effects of all aspects of the development. On this point alone, the entirety of the Rail Order Application is legally unsafe. | <p>The MetroLink enabling works constructed as part of the Hines development has the benefit of planning permission which was granted in April 2019. The station box location was not fixed by the Charlemont Development, but had been identified previously as part of the alignment studies designed to deliver on the objectives of the then GDA Transport Strategy. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>There is no inconsistency with the EIA Directive. All options remain open to the Board in relation to this location. The critical factor in favour of the station at this location are the policy decisions and supporting analysis outlined above and not the permitted enabling works.</p> <p>TII rejects the assertion that the inclusion of a roof slab at Two Grand Parade has prejudiced the EIA process. The MetroLink Enabling Works were a modest change to the Two Grand Parade design that preserved the option to deliver a station at the location identified in the Emerging Preferred Route Report and was fully within the Board's remit as part of its consideration of the proper planning and sustainable development of Dublin City.</p> <p>The decision to grant permission for Two Grand Parade, which included the MetroLink Enabling Works, was challenged by way of judicial review, but the judicial review was withdrawn. The objections now raised attack the validity of that decision, which is prohibited by Section 50 of the Planning and Development Act 2000.</p> <p>The MetroLink advanced enabling works is not an integral part of the MetroLink proposal. The construction these works allowed a key site with commercial zoning to proceed without prejudicing the delivery of a MetroLink station at this location.-The Board remains entitled to refuse permission for a station at this location or seek revised designs if it has any concerns with the effects of the MetroLink advanced enabling works on the environment. TII has already outlined why, in its view, the Board can and should grant a Railway Order for the construction of the station at this location.</p> <p>The reference to retention permission is fundamentally mistaken. The MetroLink advanced enabling works are permitted by the permission for the office development. Its construction does not require any retrospective consent. The Railway Order will not purport to authorise any development retrospectively.</p> |  |



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| 8                                                                                                                                                                                                                                  | 2. Executive Summary<br><br>Charlemont Station Box Not Permitted/ Unauthorised Development | 4        | <p>The current Railway Order and associated EIAR acknowledges that the enabling works including the construction of the Station Box at Charlemont has already occurred. TII appear to suggest that these works were permitted under the planning permission for the Office building at 2 Grand Parade. That commercial office development required normal planning permission to be obtained under the Planning and Development Act 2000. However, the Metro Station Box works are "railway works" and cannot be granted permission under that Act. Instead, they require a separate application for, and grant of, a Railway Order under the Transport (Railway Infrastructure) Act 2001. No Railway Order was obtained for the Charlemont Metro Station Box and therefore these railway works were not authorised and could not be lawfully undertaken.</p> <p>Moreover, the Charlemont Station Box is an unauthorised development that also required an EIA and as such, under legislation, the Board is compelled to refuse to consider any application for its retention. Clearly Charlemont Station is an integral part of the Metrolink proposal and the subject Rail Order Application. The Board, therefore, cannot grant the current Rail Order as to do so would a) facilitate the circumvention of the EIA Directive by the splitting of projects and b) amount to a retention permission which it is compelled to refuse. Effectively, Charlemont Station cannot be considered as usable for the Metrolink project because it will remain legally unsafe.</p> | <p>The claim -that a Railway Order is needed to authorise any works that fall within the definition of railway works is mistaken. The definition of "railway works" is "any works required for the purposes of a railway or any part of a railway, including works ancillary to the purposes aforesaid such as parking by buses or by persons using vehicles who intend to complete their journey by railway, and relocation of utilities, and in this definition "works" includes any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair."</p> <p>The definition is expansive and is designed to facilitate the inclusion of ancillary development within a railway order. It is not intended to preclude the authorisation of ancillary development through other processes. The MetroLink Enabling Works are like any number of other works that ancillary to a railway, like power supply, roads (in the case of on-street light rail) or the buildings that provide support for light rail electrification.</p> <p>Please refer to response (7) above.</p> |  |
| 9                                                                                                                                                                                                                                  | 2. Executive Summary - Charlemont Station Box Not Permitted/ Unauthorised Development      | 4        | <p>This design and alignment of the Charlemont Station Box is very significantly different to the proposal in the Preferred Route consultation. No notice was made to the public of the proposed changes and there was no opportunity for affected parties to make comment.</p> <p>In the event of a future Luas tie-in, which the NTA/TII says "will remain a likely option for the future", the implications of the now locked-in (built) station alignment are profound. It will result in the demolition of houses on Manders Terrace, Charleston Road and will require the demolition of 11 houses and 24 apartments on Oakley Road. None of these houses and apartments would be demolished under the earlier design that was presented in the Preferred Route Consultation.</p> <p>Not only was no notice given to affected parties, but the implications of the new alignment are now known to the Applicant and yet it is not presented in the EIAR of the Rail Order Application. Case law has clearly established that an EIAR must "...<i>take account, as far as practically possible, of potential later phases.</i> ...". The EIAR is again inadequate and disingenuous in not presenting the known facts.</p>                                                                                                                                                                                                                                                                                                                                              | <p>Response (6) explains why TII do not consider the design and alignment of the station box at Charlemont applied for by the Railway Order application differs significantly to that consulted on at the Preferred Route stage of the Project.</p> <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is misleading to say that there are profound implications associated with the "station alignment" being "locked-in". Any piece of infrastructure once constructed is "locked -in" i.e. it cannot move, but this "station alignment" does not lock in future extensions to the south. The Charlemont station location will allow for future alignments to the south, south west or south east as required in the future. The statement that the decision to locate a station at Charlemont will result in the demolition of properties in Ranelagh is not correct for the reasons explained by response (6) above.</p>               |  |
| 10                                                                                                                                                                                                                                 | 2. Executive Summary<br><br>Inadequacy of the Rail Order Application and Scheme Detail     | 4        | <p>Overall, we consider the detail of the Railway Order Application to be inadequate. These inadequacies are considered throughout this submission and in the other two CDCG submissions (especially in relation to issues such as Vehicular Traffic and Parking, Proposed Traffic Measures, Pedestrian Traffic, Drop-off, Noise, Disturbance, and Impact upon Amenities in the Vicinity of Charlemont Station). The lack of detail is in no small part due to the procurement method adopted by the Applicant, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a Railway Order consent. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a Rail Order could be granted by An Bord Pleanála (ABP).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>TII have responded each of the -alleged inadequacies referred to in this submission and the other two CDCG submissions referred to, explaining why TII consider the detail provided in the EIAR is appropriate for the Railway Order application. The alleged deficiencies in the assessment are stated in general terms and are not particularised by reference to the guidance in the EIAR (or indeed any other guidance).</p> <p>There is no connection between the selected procurement method and the level of design for the Railway Order application. The level of design undertaken is appropriate for a Railway Order application, noting that the design to inform the Railway Order application has been developed to Preliminary Design level. This Preliminary Design provides the required level of detail to inform the EIAR, and the level of design presented and used to inform the EIAR is consistent with previous successful Railway Order applications and appropriate guidance. The EIAR has identified, described and assessed all of the likely significant effects of the project on the environment.</p>                      |  |

| Submission No.                                                                                                                                                                                                                     |                          |          | 042                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| 11                                                                                                                                                                                                                                 | 3.1.2 Construction Phase | 6        | The predicted construction period is 9.25 years. Standard working hours will be 07.00 hours to 19.00 hours on weekdays, with 30 minute site preparation time either side of these hours (excluding Bank and Public Holidays) and 07.00 hours to 13.00 hours on Saturdays. However, section 5.2.4.2 of the EIAR indicates that; " <i>Excavation in rock: at some stations excavation of rock will be carried out during standard hours, but on a 7 day a week basis and for all intervention tunnels (drilling and moving rock underground) will be carried out on a 24 hour a day basis for seven days per week ;</i> " Charlemont Station falls clearly within these categories.                                                                                                    | <p>Proposed Working Hours are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. The 30 minute site preparation and end of day clean-up will take place within this time frame. HGV deliveries will not be permitted outside of these hours. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for other noisy work above ground outside standard working hours for events such as concrete pours, abnormal deliveries etc. TII and their Contractor will engage with the local community and local authority to advise of any such upcoming events such as this, and will minimise any such occurrence so far as practicable.</p> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of temporary acoustic enclosure structures for planned activities outside of the standard working hours .</p> <p>The rationale for 24/7 working on underground activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers). In addition progressing this work 24 hours a day will ensure that the construction phase is completed much more quickly, thereby reducing the duration of effect on nearby sensitive receptors, including the dwellings of members of the observer group.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and minimising settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed temporary building located above the access to the SCL work site on the south east corner of the compound will control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> |  |
| 12                                                                                                                                                                                                                                 | 3.1.2 Construction Phase | 6        | These limits of deviation may be very significant in on a tight site like Charlemont Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The station at Charlemont will be carried out within the footprint of the MetroLink Enabling Works unless modified by An Bord Pleanála. Assuming that the Board grants a Railway Order for an unmodified design at this location, TII will accept a condition that restricts the Limits of Deviation for this station.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 13                                                                                                                                                                                                                                 | 3.1.3 Scheme Detail      | 7        | Overall, we consider the detail of the railway order application to be inadequate. These inadequacies are considered throughout this submission. The lack of detail is in no small part due to the procurement method to be adopted, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a railway order consent. Our clients have been advised by RINA that only about 30% of the detail will be presented in the Rail Order Application and therefore it is impossible for the residents to be able to assess the impact of the proposal. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a Rail Order could be granted by An Bord Pleanála (ABP). | <p>Please refer to response (10) above.</p> <p>It is not clear to what the "30%" is referring to, but as explained by response (10) above, a Preliminary Design provides the required level of detail to inform a Railway Order application. A Detailed Design is needed for construction but not to inform an EIAR and a Railway Order application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 14                                                                                                                                                                                                                                 | 3.2.1 Operational Phase  | 9        | Charlemont Station design drawing - Figure 2: Charlemont station surface layout from page 15 of the submission, is inconsistent with the Charlemont Station drawing in Volume 4. Railway Order Plans\Drawings - Structures Details Book 2 of 3 MetroLink Stations Dublin City Council which shows traffic lights on Grand Parade, a drop-off zone that cuts across the existing cycle path and is accommodated by a new footpath that cantilevers over the canal. The implication of these proposed traffic measures surrounding Charlemont Station are set out in Section 6.12 of the submission.                                                                                                                                                                                   | <p>A small inconsistency has arisen as a result of the inclusion of a 'drop-off' for persons of restricted mobility only not being included in the Figure 2 referred to. This is simply the result of a change being made to the RO drawing before the application was submitted and the corresponding required change to Figure 2 being inadvertently overlooked.</p> <p>The drawing from Volume 4 'Railway Order Plans\Drawings - Structures Details Book 2 of 3 MetroLink Stations Dublin City Council presents exactly was is being applied for under the Railway Order application.</p> <p>TII have responded to section 6.12 below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |

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| 15                                                                                                                                                                                                                                 | 3.2.1 Operational Phase                           | 9        | An intervention tunnel is proposed for emergency evacuation from the tunnel south of Charlemont Station. This will be a mine and blast construction, utilising concrete spray construction methodology.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Please note that there is an error in Table 14.13 of the EIAR where it is outlined that drill and blast will be used at "all underground stations and intervention tunnels". A number of amendments were made to the proposed construction methodology for the intervention tunnel south of Charlemont and these were assessed in the EIAR. The intervention tunnel alignment has been dropped to mitigate impacts and the tunnel will be excavated by mechanical means only and blasting will not be required at this location. Both of these interventions were proposed to reduce potential effects arising from the construction of the intervention tunnel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 16                                                                                                                                                                                                                                 | 3.2.1 Operational Phase                           | 10       | The EIAR indicates that the Charlemont Station is dependent upon the structural deck which has already been constructed and purports to be pursuant to the planning permission for a commercial development at No.2 Grand Parade under P.A Reg. Ref 2373/17 (ABP PL29S.300873) and subsequently amended under PA Reg. Ref 4755/19. (This station box work is an Unauthorised Development and is discussed in detail in Section 6.10 below).                                                                                                                                                                                                                                                            | Please refer to response (7) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 17                                                                                                                                                                                                                                 | 3.2.2 Construction Phase                          | 10       | The principal access and egress to the construction compound will be from the south via Dartmouth Road. Dartmouth Road will be partially closed (one way traffic only) for 12 to 18 months for utility diversions and fully closed for between 24 and 30 months for the main station construction works. However, Appendix 5.2 of the EIAR outlines construction schedule and it indicates that the Charlemont Station Compound/Deep Station has a 102 month construction period from Q3 of Year 1 to Q4 of Year 9. This is a significant contradiction in the EIAR documentation, which has very significant impacts upon the residents in the area, particularly for those living on Dartmouth Road. | <p>The overall construction of the works at Charlemont Station is anticipated to be 102 weeks, see EIAR Chapter 5: MetroLink Construction Phase, Table 5.15.</p> <p>Two options have been considered in the EIAR to construct the station under Dartmouth Road. Both options utilise a top down construction method for the station, meaning that Dartmouth Road is only closed long enough to facilitate access to the site and the installation of the foundation piles and roof slab of the station, before utilities are rediverted back along Dartmouth Road and the road reinstated, with the remainder of the works continuing underneath.</p> <p>The first option considered allows for no vehicle access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-72 to 8-78. This option results in a full closure of Dartmouth Road of up to 5 years to facilitate access (utility diversions, temporary works etc.) to the site and the installation of the foundation piles, roof slab of the station and reinstatement.</p> <p>The second option (The Developer Alternative Construction Methodology) considered, and proposed by the Railway Order application to maintain access to Two Grand Parade, and the staging of the works for MetroLink for this option is set out within Chapter 5 MetroLink Construction Phase Appendix A5.3, Figures 8-79 to 8-87. This option involves two stages on Dartmouth Road: a partial closure; followed immediately by a full closure of Dartmouth Road. The full duration of these consecutive activities is estimated to take 4 years.</p> <p>- Partial Closure: To close Dartmouth Road for the works, the utilities have to be diverted. Subject to Statutory Undertaker approvals (ESB, Eircom etc.) this process is estimated to take up to 18 months, while access is maintained along Dartmouth Road via a proposed single lane closure.</p> <p>- Full Closure: Once the utilities have been diverted, the road is then shut to through traffic (pedestrian access is maintained) and is estimated to take up to 30 months to complete the piling, and roof slab. The utilities and road will then be reinstated and road reopened.</p> |
| 18                                                                                                                                                                                                                                 | 4. History of the Project<br><br>4.1 Introduction | 11       | It demonstrates that the project has not maintained pace with the evolution of policy as considered in the following section.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII do not agree. The Project, including the station at Charlemont, as noted previously, is in step with the latest policy, the GDA Transport Strategy 2022-2042.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19                                                                                                                                                                                                                                 | 4.3.2 DART Underground                            | 13       | The western side of the Green should be the starting point, as this is where the Luas station is and where the previously permitted Metro North and Dart Underground would have interconnected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Response (5) that explains why a station on St Stephen's Green West is not preferred.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| 20                                                                                                                                                                                                                                 | 4.3.3 Transportation Modelling for the Transport Strategy for the Greater Dublin Area 2016-2035 | 13       | The St. Stephen's Green hub was to be the main point of integration between services. All of the modelling was based on the Metro project aligning on the western side of St. Stephens Green and integrating Metro, DART underground and Luas services at this point. Increasing the distance between stations (i.e. between Metro/DAT and Luas) will undoubtedly result in time penalties for interchanging between services, thereby making it less attractive.                                                                                                                                      | It is of note that the current GDA Transport Strategy is 2022-2042. Response (2) above expands further regards the relevance of this and response (5) explains why a station on St Stephen's Green West is not preferred.                                                                                                                                                                                                                                                                                                                               |
| 21                                                                                                                                                                                                                                 | 4.3.4 New Metro North - Luas Green Line Tie-In Study (March 2017)                               | 13       | However, it is evident that with the policy abandonment of the conversion of Luas Green Line to Metro South in the next 2 to 3 decades, the concept of a tie-in and interchange with Luas Green Line must be radically re-imagined. Policy objectives now require a city centre hub to be created that is capable of facilitating a range of potential southern extensions that may occur in a few decades time. (Section 6.5 deals with these matters in detail).                                                                                                                                     | Response (2) above explains the rationale for why Charlemont Station is proposed noting that this is in accordance with NTA's GDA Transport Strategy 2022-2042, including section 12.3.2 "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."                                   |
| 22                                                                                                                                                                                                                                 | 4.3.4 New Metro North - Luas Green Line Tie-In Study (March 2017)                               | 14       | As will be discussed below, the Preferred Option selected from the March 2017 Luas Green Line Tie-In Study proved to be impossible to build from an engineering perspective as it failed to incorporate the east-west sewer along the Grand Canal and the tunnel would have to go deeper under the canal resulting in too steep a gradient to meet the preferred tie-in point north of Ranelagh Luas Stop.                                                                                                                                                                                             | It is true that the original connection work as part of the EPR study did not have precise details of the sewer and when these were obtained the extent of the clash with the assumed tunnel alignment/station was identified. The subsequent assessment work for the Preferred Route identified that the tunnel and Charlemont Station could be lowered such that a track alignment could be achieved back up to the Ranelagh Luas stop by adopting a 1% gradient through the Station and a 6% gradient (maximum exceptional gradient) up to Ranelagh. |
| 23                                                                                                                                                                                                                                 | 4.3.5<br>Carroll's Building (P.A Reg. Ref: 2373/17)                                             | 15       | .....that previous studies had failed to have due regard to the main east west sewer along the Grand Canal, which the top of the tunnel had to pass under.                                                                                                                                                                                                                                                                                                                                                                                                                                             | Please refer to response (22) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 24                                                                                                                                                                                                                                 | 4.3.5<br>Carroll's Building (P.A Reg. Ref: 2373/17)                                             | 15       | The alignment of the line also meant that any future tie-in with the elevated section of the Luas Green line to the south would have to pass through existing built areas, including a significant amount of demolition within the Ranelagh area, before tying in and replacing the elevated sections of the Luas Green line to the south.                                                                                                                                                                                                                                                             | Please refer to response (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 25                                                                                                                                                                                                                                 | 4.3.5<br>Carroll's Building (P.A Reg. Ref: 2373/17)                                             | 16       | However, it is quite clear that this pushed the railway alignment to the north of Charlemont in an eastwardly direction and the station at St. Stephen's Green had to be on the eastern side of the Green some considerable distance from the Luas station on the western side. No revision to the Tie-in study was undertaken during this period and the very significant implications of reorientating the station alignment at Charlemont for the future extension/replacement of the Luas Green line to the south and the station location to the north at St. Stephen's Green was not considered. | Please refer to response (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 26                                                                                                                                                                                                                                 | 4.3.5<br>Carroll's Building (P.A Reg. Ref: 2373/17)            | 16       | <p>While it was quite evident that the application was premature pending the resolution and determination of the Metro Link project and the potential future alignment of the station and track alignment, the Board failed to understand the significance of their decision granting permission for the office development with the associated station box alignment, notwithstanding that it was emphasised at the oral hearing that was held on the application. The decision to grant permission effectively meant that all other decisions followed from this in relation to what is a critical piece of city transportation infrastructure.</p> <p>For some unknown reason, TII/NTA engaged in this process of station design and alignment with the developer without undertaking the appropriate studies of the implications of these actions, rather than just submitting to the Board that the office scheme was premature pending the determination of the precise alignment of Metro and the associated station design and alignment. This decision with an angled station box was contrary to the preferred option 4 (b) as detailed in the Tie-In Study of March 2017.</p>                                                                                                                                                                                                                                                                                                                                                                            | <p>Response (6) explains why TII does not agree; that the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area, and that it delivers an alignment that makes significant changes to the Project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 27                                                                                                                                                                                                                                 | 4.3.5<br>Carroll's Building (P.A Reg. Ref: 2373/17)            | 17       | <p>The changed alignment of the station box effectively constrained the Applicant from considering of any potential for alignment between St. Stephen's Green West and Charlemont. TII were literally boxing all parties into focussing on St. Stephen's Green East as the only station location and failed to consider station options on St. Stephen's Green West where the optimal interchange with the Luas Green Line would occur. A fundamental planning, investment and strategic transportation decision was made in relation to the Metro alignment and city centre station locations. Every study and element of the project from this point on was structured to justify this decision on Metro. The Board was not aware of the implications of its decision, yet it proceed to issue a grant of permission.</p> <p>The deeper station, fixed alignment, resulting potentially longer tunnel to the south, required demolition of houses in Ranelagh, duplication of rail infrastructure in the form of Metro and Luas, with two metro stations and two Luas stations was never the subject of a revised tie-in study with updated criteria. This transportation planning process gives rise to significant concerns in relation to public policy and the public good.</p>                                                                                                                                                                                                                                                                               | <p>Response (5) explains that various station locations were considered at St. Stephen's Green and why a station on St. Stephen's Green West is not preferred.</p> <p>Response (6) explains why TII does not agree the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area and -there would be no requirement for demolition expressed by the above observations.</p> <p>Responses (1) and (2) explain the rationale for the proposed Charlemont Station and why it is not considered there is a duplication of infrastructure.</p>                                                                                                                                                                                                                                                         |  |
| 28                                                                                                                                                                                                                                 | 4.3.6<br>New Metro North Options Alignment Report (March 2018) | 17       | <p>New Metro North Options Alignment Report (March 2018) report prepared by Arup's considered a series of options, which are specified as the options considered in the EIAR. The date of this report is important, as it was undertaken and published after TII had agreed to the station box at Charlemont as part of the planning application P.A Reg. Ref: 2753/17.</p> <p>Section 4.2.2.1 of the Report states in relation to the tie in for Metro South, that:</p> <p>"In the context of this Options Study, this tie-in location is identified as a fixed location and as a result, all feasible and practicable route options for NMN within Study Area A are required to tie into this point and include for an interchange between NMN and the Green Line Luas at this location."</p> <p>It is of strategic significance, that the option of connecting Tara Street with a station on St. Stephens Green West was not considered.</p> <p>However, as indicated in the text above, the EIAR now considers the tie-in was now fixed. Not through any consideration of alternatives as part of a rail order application, but rather as a result of a decision on a commercial office development.</p> <p>On a broader point, the tie in location is identified as a fixed location in the study pre-empting the policy change in the form of a deferral of the Metro south connection. The Options study was effectively invalidated by the evolution of policy and should have been updated by a new tie-in study and a new city centre terminus study.</p> | <p>TII do not consider that the date of the report is important given that as explained by response (6) above TII does not consider the Metro Enabling Works are prejudicial to future decisions on proper planning and sustainable development of the area.</p> <p>The decision to locate a station at Charlemont was not driven by the location of a separate commercial development. The preferred route for MetroLink was published in March 2019 and was based on a comprehensive route options study as explained by response (6) above. It is incorrect to say that the proposed station location has influenced the decision not to consider station options on St Stephen's Green West. Response (5) further explains why a station on St Stephen's Green West is not preferred, and response (2) explains why Charlemont Station is proposed.</p> |  |
| 29                                                                                                                                                                                                                                 | 4.3.7<br>Initial MetroLink                                     | 19       | <p>It is no surprise that the project had to be cut back to what resembled Metro North, which was meant to be to the city centre. However, the NTA has hung onto the mega concept that it is one MetroLink project and hence their need to provide the link between St. Stephen's Green and Charlemont as an advance build towards replacement of the Luas Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Responses (1) and (2) explain the rationale for the proposed Charlemont Station noting that this is not based on an objective of an advance build towards replacement of the Luas Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |



| Submission No.                                                                                                                                                                                                                     |                                                                                   |          | 042                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                                                                                                                           | Section Ref.                                                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 30                                                                                                                                                                                                                                 | 4.3.8<br><br>MetroLink Green Line<br>Future Demand<br>Capacity Intervention       | 20       | TII published a Technical Notes dated March 2019 outlining the available Luas Green Line passenger demand projections in the context of the required service capacity on the existing Luas Green Line, south of Charlemont. This technical note is referred to in Appendix A7.9 of the EIAR and a hyperlink is included as a footnote. This document effectively forms part of the EIAR, yet the hyperlink has been removed and access to the original report is not available.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The technical note referred to in Appendix A7.9 was available. However, changes made to the TII website resulted in the link being broken. This document is now available at the following link:<br/><a href="https://www.metrolink.ie/media/4uicblph/metrolink_green_line_future_demand_capacity_intervention.pdf">https://www.metrolink.ie/media/4uicblph/metrolink_green_line_future_demand_capacity_intervention.pdf</a></p> <p>The observer can make any further comment on this document at the Oral Hearing.</p>                                                                                      |
| 31                                                                                                                                                                                                                                 | 4.3.8<br><br>MetroLink Green Line<br>Future Demand<br>Capacity Intervention       | 20       | <p>Relying on the information provided in the aforementioned appendix (A7.9) indicates that the passenger numbers carried by the Luas Green Line in the busiest morning peak hour in 2017, pre-Covid, was approximately 5,000 passengers in the northbound direction. The possible introduction of new 55 metre length trams, and the extension of the existing trams , would increase the Green Line capacity up to approximately 8,000 passengers per direction per hour based on a three-minute frequency.</p> <p>The modelling projections suggest that further upgrades to the Luas Green Line to achieve a 30 trams per hour Luas service between Sandyford and St. Stephen's Green, would accommodate Luas demand to approximately 2039 in the high projection or to approximately 2049 in the low projection. The report concludes "A metro upgrade of the Luas Green Line south of Charlemont would ultimately be required in the long term although the timing of this intervention is dependent on the rate of demand growth".</p> | <p>Its not clear what is being implied here by the respondents observation. However, TII confirm that the reports conclusion have been correctly stated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 32                                                                                                                                                                                                                                 | 4.3.8<br><br>MetroLink Green Line<br>Future Demand<br>Capacity Intervention       | 20       | In relation to location of the MetroLink Station at St. Stephen's Green, "Its location on the east side of the park and not the west side as in previous alignments was dictated by restrictions on railway curvature between the two adjacent stations." The issue of the self-imposed constraint to St Stephen's Green East is considered in further detail below in section 6.5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Response (5) explains why a station on St Stephen's Green West is not preferred.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 33                                                                                                                                                                                                                                 | 4.3.8 MetroLink Green Line Future Demand Capacity Intervention                    | 20       | <p>We consider that the NTA/TII demand capacity forecasting is highly unreliable for the following reasons:</p> <ul style="list-style-type: none"><li>• In March 2017 "Luas Tie- In Study the NTA forecast Luas exceeding capacity by 2027</li><li>• One year later in March 2018 in the Emerging Preferred Route the NTA revised this forecast and said the Luas will not exceed capacity before 2042</li><li>• March 2019 in the Preferred Route the NTA said the need to replace the Luas "will not arise for some time - in the region of twenty years."</li><li>• The NTA/TII are now saying Luas Green Line capacity will not be exceeded for 2 to 3 decades.</li><li>• Furthermore, no study on the impact of the pandemic has been carried out by the NTA on the Luas Green Line capacity.</li></ul>                                                                                                                                                                                                                                  | <p>TII do not agree that demand capacity forecasting is unreliable. In any event, the observer has not provided any alternative basis for the Board to assess the disputed planning need for this station.</p>                                                                                                                                                                                                                                                                                                                                                                                                  |
| 34                                                                                                                                                                                                                                 | 4.3.9 Jasper<br>(Independent Review for the European Commission and Central Bank) | 21       | <p>A.1.4. Have the policy and delivery assumptions been captured, challenged and agreed with all key stakeholders?</p> <p>There appears to be relatively strong consensus on the project concept amongst key stakeholders, apart from isolated issues such as those impacting on the finalization of the design for St Stephens Green. It is noted that the revised design for St Stephens Green arose following the objective to provide a connection to Charlemont/Ranelagh, which is no longer considered a priority by the independent review team.</p> <p>It is quite clear from this independent review that it is not considered that the final section of the Metro from St. Stephen's Green to Charlemont is a priority. This can be interpreted as phrasing indicating that it should be dropped.</p>                                                                                                                                                                                                                               | <p>Responses (1) and (2) explain the rationale for the proposed Charlemont Station. Response (5) explains why a station on St Stephen's Green East is preferred noting that this is driven by the location of Tara Station rather than Charlemont.</p> <p>The Independent Review Group are an advisory group and the section to Charlemont was subsequently endorsed in the GDA Transport Strategy (and indeed the Government's approval of the Preliminary Business Case, albeit that was a financial approval which not primarily concerned with matters of proper planning and sustainable development.)</p> |



| Submission No.                                                                                                                                                                                                                     |                                                                                   |          | 042                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 35                                                                                                                                                                                                                                 | 4.3.9 Jasper<br>(Independent Review for the European Commission and Central Bank) | 21       | <p>A.2.1. Have reasonable alternatives been considered? Is there a clear best option? If there are several options that would meet the need, how was the robustness tested?</p> <p>Interchange between Luas/Metro services is available at St Stephens Green and O'Connell Street, and the proposal to deliver through-services between Swords and Sandyford has been postponed for the foreseeable future. The justification for the connection from St Stephens Green to Charlemont/Ranelagh is based on the perceived difficulty of adding this as a separate project at a later date.</p> <p>Again, the independent review returns to the issue of the justification for the last section of the line. The above quote refers to a perceived difficulty in extending the line later. It is apparent that the sponsoring authority is attempting to build as much of the MetroLink project as possible and attempting to build a rationale and justification for it.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Responses (1) and (2) explain the rationale for the proposed Charlemont Station noting that this is not based on an objective of an advance build towards replacement of the Luas Green Line. It is not based on any difficulty relating to the future delivery of the St Stephen's Green to Charlemont section of the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 36                                                                                                                                                                                                                                 | 4.3.9 Jasper<br>(Independent Review for the European Commission and Central Bank) | 21       | <p>A.3.1. Are project costs including contingencies and benefits realistic?</p> <p>Costs and contingencies are appropriately calculated. Regarding the project's scope and design several technical aspects appear to make the project expensive: in particular the inclusion of full segregation along the 7 km section beyond the airport, the inclusion of the connection to Ranelagh/Charlemont, the use of relatively short distances between city centre stations, and very high station costs.</p> <p>A.3.4. What drives the cost, schedule, benefits, productivity and performance of the project?</p> <p>The main cost driver is the Civil Works Unit Cost (which only includes the base cost components without any contingencies), where the EU's average is around EUR 86m, while Metrolink costs EUR 181m per kilometre (more than double). The objective of connecting to a future upgraded Luas Green Line, providing full segregation through Swords, and the provision of large station boxes is likely to be driving this high unit cost.</p> <p>The independent review was evidently very concerned about the costs and benefits of the project, highlighting the inclusion of the 7 km of segregated line beyond the Airport and the southern connection to Ranelagh. This is effectively indicating that very costly infrastructure for the state is being proposed, but which is not justified. It is also clear that the concerns over relatively short distances between stations and very high station costs will be perpetuated if the Metro gets extended through the replacement of the Luas Green Line. This will result in the 700m distance between the Canal and Ranelagh having 2 Metro Stations (Charlemont and a new Ranelagh metro station at Oakley Road) and 2 Luas Stations (the existing Charlemont and Ranelagh stops). Clearly this will stitch in high costs for future development and an overdevelopment of rail infrastructure in a very small area.</p> | <p>Please refer to responses (1) above that explains The Board is not responsible for any decisions in relation to the funding the Project and that infrastructure is being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running. In any event, all of the information referred to was taken into account by the Government when it approved the Preliminary Business Case.</p> <p>As previously noted, the NTA's GDA Transport Strategy 2022-2042, section 12.3.2 states "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise." The emphasis is on "potential" and "should sufficient demand arise", it is therefore not appropriate to assume there will be a new Ranelagh metro station at Oakley Road as suggested. Any future decisions taken regards metro will be the subject of future further study and consideration if deemed required.</p> <p>Responses (1) and (2) provide the rationale for the proposed Charlemont Station.</p> |
| 37                                                                                                                                                                                                                                 | 4.3.9 Jasper<br>(Independent Review for the European Commission and Central Bank) | 21       | <p>A.4.8. Should the project be broken down into smaller steps?</p> <p>The connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line (subject to an improved understanding of how this could physically be delivered in a scenario with metro operational).</p> <p>This conclusion was made as recently as May 2022. There needs to be greater clarity on what is being proposed to the Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Responses (1) and (2) provide the rationale for the proposed Charlemont Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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

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

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

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



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



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

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

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

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

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



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



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

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|                                                                                                                                                                                                                                    |              |          | Response (63) continued.                                                                                 | <p>Operational Phase</p> <p>As detailed in Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station, a static pedestrian comfort assessment has been undertaken to assess the footway provisions following the increased volumes of pedestrians on the network in the design years. The results show that at Charlemont Station in both 2050 and 2065 , the comfort level on Dartmouth Road is rated as 'Comfortable' for the anticipated volume of pedestrian movements, and meets with the guidelines identified in the DCC Public Realm Masterplan. The results of the static assessment are presented in section 6.1.3 Pedestrian Impact Assessment of Appendix A9.2-B Traffic and Transport Assessment - Charlemont Station.</p> <p>Further examination of the performance of the street network surrounding Charlemont Station was undertaken using a microsimulation VisWalk model. The simulation model covers the full extent of the publicly accessible station entrances, including the immediate vicinity of the station entrances at street level on both Grand Parade and Dartmouth Road. With the proposed pedestrian infrastructure in place, the model indicates that at the northern entrance, the footways will operate at an acceptable level of service. A reduced level of service is only observed at the pedestrian crossing whilst pedestrians are waiting for the green phase at signals. The model indicates that the strongest flow of passengers will be going west from the northern entrance, towards the Luas interchange and Charlemont Street, with lower flows of pedestrians utilising the southern entrance on Dartmouth Road to travel east towards Dartmouth Square West. Therefore, the level of service of the pedestrian network at the southern entrance will be higher than that of the northern entrance.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |

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

| Submission No.                                                                                                                                                                                                                     |                                  |          | 042                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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Dublin: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| 67                                                                                                                                                                                                                                 | 6.14 Public Consultations        | 51       | <p>TII's engagement with the public and local communities affected by this major infrastructure proposal has been wholly unsatisfactory. The experience of CDCG is that TII has not engaged in a meaningful manner to address their concerns and properly mitigate impacts. While there was initial engagement with affected landowners and communities, they have effectively delegated in recent times responsibility to RINA. The role of RINA is to provide independent engineering advice. However, RINA is commissioned by and reports to TII.</p> <p>At a meeting between NTA/TII, members of the CDCG and Ivana Back TD on the 3rd of March 2022, the NTA/TII stated that they were no longer willing to listen to residents' views and were progressing to submit the Rail Order Application. Their stated reason for this was because "further design changes will delay the MetroLink by up to 2 years at a significant additional cost." Rather than the NTA/TII being satisfied that they had completed all necessary and appropriate analysis and assessments, they just didn't want to delay any further or incur any further costs in finding a better solution for Metrolink and local residents.</p> <p><i>Next Steps.</i></p> <ul style="list-style-type: none"><li>• <i>Data and Analysis to be Collated into a Report;</i></li><li>• <i>Railway Order Application to be submitted in Q2 2022;</i></li><li>• <i>Consultation with independent expert who will assist you with your submissions;</i></li><li>• <i>Further design changes will delay the MetroLink by up to 2 years at a significant additional cost.</i></li></ul> <p>The full implications of the final and fixed alignment at Charlemont has never been the subject of public consultation and the station box at Charlemont has been taken as a predetermined factor in the preparation of the entire scheme. The residents of Manders Terrace, Charleston Road and Oakley Road have never been advised that their houses would be demolished in the event that the tie-in should happen in the future.</p> <p>The scale of the project is very significant, and the issues are complex. RINA was only able to provide answers to queries after the Rail Order was submitted, making it very difficult to evaluate and compile a reasonable submission within the time available.</p> | <p>As outlined in Chapter 8 of the EIAR, significant consultation has been undertaken during the development and progression of the MetroLink project. Such consultation includes major public consultation events undertaken to consult on both the Emerging Preferred Route (EPR) and the Preferred Route (PR). Furthermore, the project website (www.metrolink.ie) has been active during the entire duration of the proposed project providing information on project progress with all major project outputs provided on the site for the public. Finally, an independent engineering consultant, RINA, has been provided to potentially affected community groups along the alignment to provide expert technical advice to these groups on the project.</p> <p>EIAR Chapter 8, Appendix A8.19 Meetings Register shows there has been 10 meetings between March 2019 and March 2022 with residents in the Charlemont area that is in addition to the Emerging Preferred Route and Preferred Route non-statutory consultation.</p> <p>The appointment of an Independent Engineer to provide advice and guidance to residents groups has been broadly welcomed by Residents Groups route wide. Whilst TII fund the Independent Engineer they act independently in accordance with their scope of works which can be accessed via the following link <a href="https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/">https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/</a>.</p> <p>In the administration of their contract TII have not acted in anyway to affect the independent reporting of RINA and believe this is reflected in their final report which provides a fair and reasonable representation Stakeholder Concerns and their own independent view any technical shortcomings of the scheme and the overall EIAR.</p> <p>NTA/TII are always prepared to listen to residents views and sincerely regret if anything different were communicated at any of the many consultations meetings held over the years of public consultation. TII consider they have completed all necessary and appropriate analysis and assessments, as explained by TII's responses to the associated two submissions concerning Dartmouth Road and Dartmouth Square West.</p> <p>Response (6) explains why TII do not consider the design and alignment of the station box at Charlemont applied for by the Railway Order application differs significantly to that consulted on at the Preferred Route stage of the Project, and hence there was no requirement for further consultation. Response (6) also explains why the station box location was not fixed by the Charlemont Development, and also explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line at Ranelagh.</p> <p>TII acknowledge the scale of the project is very significant but would note that RINA were engaged for a significant period before the Railway Order application was submitted and that the Railway Order Statutory Consultation ran from 30th September 2022 until 16th January 2023.</p> |
| 68                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 1. Compliance with Policy - The proposed development, which extends from the city centre at St. Stephens Green to the inner suburban area does not comply with the policy of the Transport Strategy for the Greater Dublin Area 2016-2035. The extension of Metro to the south city is only to occur after the Luas Green Line services have been upgraded (capacity increases) as an interim measure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Please refer to response (2) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| 69                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 2. The business case fails to accurately take into account inflation projections. The inclusion of an highly expensive section between St. Stephens Green and Charlemont (estimated by TII to cost €650m) is strategically weak and duplicates the existing Luas Green Line services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response (1) above explains the position regards funding of the Project and the Business Case and why there is not considered to be a duplication of infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| 70                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 3. Charlemont is the incorrect strategic location for a hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services. St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas, other road transport and future DART underground.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responses (1) and (2) explain the rationale for the proposed Charlemont Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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| Submission No.                                                                                                                                                                                                                     |                                  |          | 042                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 71                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 4. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no study was ever undertaken by NTA/TII to explore the options to increase the efficiency of the connection between a metro station St. Stephens Green East with the existing Luas stop at St. Stephens Green West.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Please refer to response (5) that explains why a station on St Stephen's Green West is not preferred.</p> <p>Please refer to response (55) regards feasibility of connection between St. Stephens Green East and the existing Luas stop at St. Stephen's Green West.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 72                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 5. No study has ever been carried out using specific and appropriate criterial for a city centre terminus. The closest to a terminus study, completed in March 2017, is now shown to be totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated) and is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). This leaves a fatal gap in the EIAR documentation and renders it inadequate and incomplete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Please refer to response (6) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 73                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 6. No supporting studies have been included in the Rail Order Application that justifies the alignment that has already been constructed at Charlemont. Should this alignment be used to tie-in with the Luas Green Line in the future it will result in the demolition of houses in the Ranelagh area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Please refer to response (6) above. Response (6) also explains why no demolition of property will be required in the event of a tie-in to the Luas Green Line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 74                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 7. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead commercial development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Please refer to response (6) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 75                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | 8. The previous determination of the alignment at Charlemont involves project splitting and the potential cumulative impacts of future phases has not been taken into account, in as far as practical.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Please refer to response (7) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 76                                                                                                                                                                                                                                 | 7.1 Summary of Submission Points | 52       | <p>9. The EIAR is inadequate in relation to:</p> <ul style="list-style-type: none"><li>• Description - The EIAR fails to adequately describe all aspects of the development, particularly the enabling works already undertaken at Charlemont and future elements of the project.</li><li>• Alternatives - This matter is addressed in 5.5 to 5.7 above. There is an inadequate assessment of alternatives alignments, station location, station design at Charlemont and future alignments.</li><li>• Traffic &amp; Transport Assessment - An assessment of pedestrian flows in and around Charlemont Station is provided in Appendix A9.2B of the traffic impact assessment. However, the assessment does not consider egress and access from the station entrance onto Dartmouth Road.</li><li>• Noise - The noise assessment in Chapters 13 and 14 only considers the impacts during the construction phase and the running of trains in the operational phase. However, no assessment is provided of the noise impacts associated with escalators running in the operational phase.</li></ul> | <ul style="list-style-type: none"><li>• Description - Please refer to response (7) above.</li><li>• Alternatives - There is no sections 5.5 to 5.7. Please refer to response (6) above.</li><li>• Traffic &amp; Transport Assessment - Please refer to response (63) above. Regards the assessment does not consider egress and access from the station entrance onto Dartmouth Road. Appendix A9.2-B Traffic and Transportation Assessment-Charlemont Station presents the pedestrian impact assessment in the vicinity of Charlemont Station. The static comfort assessment (and images presented in Figure 6.8 and 6.9) illustrate that the impact on Dartmouth Road has been assessed, with this link maintaining a 'Comfortable' level of comfort in line with DCC's guidance in the operational phase. Further to this, a microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station. The extent of the pedestrian model is shown in Figure 6.10 of Appendix A9.2-B, which includes the southern station entrance on Dartmouth Road. Whilst the text does not explicitly refer to Dartmouth Road, it is stated that overall, it is considered that the pedestrian model displays an acceptable level of network performance in the assessment.</li><li>• Noise - Please refer to the responses provided to the associated submissions for Dartmouth Road and Dartmouth Square West.</li></ul> |



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



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

| Submission No.                                                                                                                                                                                  |                                                                            |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                                                                            |          | Ciaran Black and Leon McCarthy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 1                                                                                                                                                                                               | Letter - opening statement                                                 | 1        | While we in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport, as a resident living in the Dartmouth/Charlemont area, we wish to set out a number of observations, for the Board's consideration, regarding the proposal to locate the Terminus station at Charlemont- Dartmouth. Our family home is in the midst of the community where the Terminus station at Charlemont is proposed to be located, and is dangerously close to the proposed very deep pile insertions and deep station box excavations. The impacts of the Metrolink proposal on our family home during both construction and operational phases is profound and will result in a fundamental loss of amenity, loss of property value and represents a profound 'interference with the right to the peaceful enjoyment of one's property'.                                                                                                                                                                                                                                                                                                                                                                                              | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project with the exception of Charlemont Station. We have reviewed your submission and responded to the observations made, below.<br><br>TII would like to assure you that at no time will the safety of this property and its occupants be placed at risk, noting that the construction of the station and tunnels will be monitored, including surrounding ground and building movements, with predetermined trigger levels aligned with action plans to ensure movements do not exceed acceptable levels.<br><br>TII can also confirm that both construction and operational impacts have been carefully assessed. TII do understand your particular concerns regards the proximity of 33 Dartmouth Road to the construction of the proposed Charlemont Station, and while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option in line with the criteria identified in Appendix A14.6 Airborne Noise and Groundborne Noise Mitigation Policy. TII are available to discuss this option if that is something the property owner would like to explore and consider, noting that the southern boundary to the site will only be close to the property for the period of the full Dartmouth Road closure, estimated to be 30 months, and will then be stepped back to the other sider of the road when Dartmouth Road is reopened. TII would further note that there are no profound impacts predicted during the operational phase.<br><br>With regards property value, TII are of the view that the proposed development will have a long term positive affect in terms of property value. There is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. |  |
| 2                                                                                                                                                                                               | Letter - opening statement                                                 | 1        | We are asking An Bord Pleanala to give very serious considerations to the important issues raised in this submission, and, in consequence, make fundamental changes to the Southern section of the route recognizing the inappropriate and strategically weak nature of the current proposal that places a major transport hub in a quiet Victorian residential by-road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII do not agree that the proposed Charlemont Station is in appropriate or strategically weak for the reasons explained by responses (4) and (5) below. Among other things, it would be a material contravention of the GDA Transport Strategy 2022-2042 for ABP to grant an RO for a MetroLink alignment that omits a station at Charlemont.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 3                                                                                                                                                                                               | 1.2. Companion Submissions by the Charlemont and Dartmouth Community Group | 2        | <p>The Charlemont and Dartmouth Community Group (CDCG) has made three submissions (Submitted to An Bord Pleanala by Specialist Planning and Environmental Consultants MacCabe Durney Barnes Limited), which relate to different aspects concerning the MetroLink project. The submissions are as follows:</p> <ul style="list-style-type: none"><li>• Submission 1 (General) - This subject submission relates to general policy and strategic matters and area wide concerns for the Charlemont-Dartmouth Community</li><li>• Submission 2 (Dartmouth Road) - This associated submission relates to the concerns of the residents on Dartmouth Road relating to impacts during the construction and operational phases of the project.</li><li>• Submission 3 (Dartmouth Square West) - This associated submission relates to the concerns of the residents on Dartmouth Square West relating to impacts during the construction and operational phases of the project.</li></ul> <p>As owners of 33 Dartmouth Road we have been heavily involved in the development and preparation of all 3 Submissions and are fully in support of them. This submission should be viewed in conjunction with those submissions and provides some additional perspectives.</p> | TII have reviewed and responded to all submissions received in response to the Railway Order application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |

| Submission No.                                                                                                                                                                                  |                                                                                              |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 4                                                                                                                                                                                               | 1.3. Support for the Overall Metrolink Project but the South Terminus is Not Fit For Purpose |          | <p>We are in support of the overall Metrolink project. However, we believe that it is not in the broad strategic interests or common good of Dublin to place the south Terminus of Metrolink at Charlemont. It is wholly inappropriate to place a terminus in such an inaccessible location for a minimum of 2 to 3 decades and permanently, if the replacement of the Luas Green Line does not occur.</p> <p>The Charlemont Station only provides a sub-optimal interchange with the Luas Green Line, is incapable of connecting with any future Luas Lines, is not capable of increased connection with road transport in terms of low emissions buses and cars and, outside of the Dart corridor, Charlemont and especially Dartmouth Road will become the main MetroLink access point for the southside. This is not sustainable in a such a residential and constrained location.</p> <p>The proposed south terminus at Charlemont is incapable of acting as a city centre hub and therefore is not fit for purpose. It is simply in the wrong location.</p> <p>Furthermore, the section of the Metrolink project between St. Stephen's Green and Charlemont is a €650m duplication of infrastructure that is not justified on many very important grounds.</p> | <p>TII disagree with the statement that “it is not in the broad strategic interests or common good of Dublin to place the south Terminus of MetroLink at Charlemont”.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions. . The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, “Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.”</p> <p>The Transport Strategy is “a consideration material to the proper planning and sustainable development of the area or areas in question.” Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 “To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords”.</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The choice of Charlemont as a station location and interchange point is based on robust analysis that has identified that this location provides significant passenger numbers for the proposed MetroLink. Passengers using MetroLink will arise from (1) The ability for an immediate interchange with Luas (which is one of the key project objectives), (2) passenger demand modelling which identified significant demand within the catchment served by this station, and (3) It should also be noted that the proposed station is within a 5-minute walk distance of the Bus Connects proposed A Spine and E Spine routes.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen’s Green Station.</p> <p>TII therefore do not agree that Charlemont provides a “sub-optimal interchange” and would further note that the MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII also do not agree that “Charlemont and especially Dartmouth Road will become the main MetroLink access point for the southside” as this is not borne out by our transport analysis. Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> |

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|                                                                                                                                                                                                 |              |          | (4) continued                  | <p>When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car trips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>As a result the Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR). It should be noted that the Charlemont station is not proposed as a "city centre hub" as suggested. This station will function as an interchange with the Luas Green Line and a continuation of the through transport corridor rather than a terminus.</p> <p>TII would also note that that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running. There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>As noted above, there is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> |

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| 5                                                                                                                                                                                               | 2.2. Lack of Justifiable Rationale for the Southern partial extension of the Metrolink Project |          | <p>However, through several consultations it became clear that the megaproject was not a realistic prospect at this point in time.....</p> <p>At this point, the NTA/TII should have recognised the need to rethink the megaproject into a revised Metro North project that took in Tara Street in its new alignment, with a City Centre Hub that provided maximum interchange with all modes of transport and multiple options for future extensions to the south. Analysis of the optimal city centre hub should have been the top priority.</p> <p>The NTA/TII, however, never adapted its thinking and continued to design the megaproject but proposed, in the Preferred Route, that it would split the single project into two phases separated by 20 to 30 years. This approach would effectively lock-in the replacement of the Luas Green line as the only future southern option, despite the technical issues raised during two rounds of consultations. Understandably, the government has not accepted that the same project can have an interlude of several decades and instead approved a "public transport service between Swords, Dublin Airport and Dublin city centre" (Metrolink Non-Technical Summary p.3 of the EIAR; our emphasis).</p> <p>The NTA/TII has never undertaken a city centre terminus study with appropriate criteria and has persisted in proposing phase 1 of the megaproject in the current Rail Order Application.</p> <p>The NTA/TII approach makes a farce of the consultation process<sup>1</sup>. So determined is the NTA/TII to pursue the megaproject and lock-in the Luas Green Line Replacement for the future, that it arranged for the unauthorized development of the Charlemont Station Box to be constructed in advance of the Rail Order Application, i.e. without the required planning permission<sup>2</sup>. This fixes the alignment at Charlemont with profound implications for both the north and south of the built Station Box. It also significantly curtails the scope for An Bord Pleanala to consider alternatives both for the current Rail Order Application and for the future.</p> | <p>While the submission addresses these points on the merits below, these are matters of strategic planning policy that were settled by the NTA's GDA Transport Strategy 2022-2042. While the Board is not required to comply with the Transport Strategy, it is one of the most important policies in the planning hierarchy and entitled to very significant weight.</p> <p>It is important to recognise that MetroLink has not been designed intentionally with a city transport hub, but with key points of interchange including the Park &amp; Ride at Estuary, Dublin Airport, Glasnevin and Tara Street with DART, and the Luas Green Line at Charlemont. As outlined in Chapter 3, the proposed Project is part of a wider 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 2021 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. The proposed Charlemont Station should be considered with that in mind.</p> <p>As a result of the significant disruption predicted during the construction phase of MetroLink along the Luas Green Line, NTA/TII identified an alternative solution, and thus adapted its thinking, to provide additional capacity to meet the predicted Luas demand. This was identified and consulted on as part of the non-statutory consultation on the Preferred Route in March 2019 and is reflected by the proposal for a station at Charlemont in the GDA Transport Strategy 2022-2042, the rationale for which is explained by response (4) above.</p> <p>It is not accurate to say "government has not accepted that the same project can have an interlude of several decades and instead approved a "public transport service between Swords, Dublin Airport and Dublin city centre". The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise." TII therefore do not agree that the proposed Charlemont Station has "profound implications for both the north and south of the built Station Box" or that it "curtails the scope for An Bord Pleanála to consider alternatives both for the current Rail Order Application and for the future." noting also that a proposed station at Charlemont is in accordance with government policy.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to Luas as part of the integrated transport network.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus (train sideways, backup control centre and maintenance facilities) take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus. The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR, and TII would further note a number of route options were considered in the process of identifying the Emerging Preferred Route (EPR) before the MetroLink Preferred Route was selected.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. The fact that the Charlemont Station is now being referred to and considered as a "terminus station" rather than an interchange station, does not increase the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise. vibration and other environmental effects.</p> |

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|                                                                                                                                                                                                 |              |          | (5) continued                  | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say station box location was fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required. It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>All options remain open to the Board in relation to this location. The critical factor in favour of the station at this location are the policy decisions and supporting analysis outlined above and not the permitted enabling works.</p> <p>TII rejects the assertion that the inclusion of the MetroLink Enabling Works at Two Grand Parade has prejudiced the EIA process. There were no "neutral" alternatives available to ABP when it made a decision on the application for permission for Two Grand Parade. It had three options, all of which had significant consequences for proper planning and sustainable development and the environment:</p> <p>*grant permission without the roof slab, which would have required TII to demolish Two Grand Parade or another development in this area to deliver a Metro station in the location that was emerging from the contemporary optioneering reports;<br/>*refuse permission for Two Grand Parade, sterilising the site a frustrating the zoning objective for the site<br/>*grant permission with the roof slab, securing the zoning objective and leaving open the option of a station at this location.</p> <p>The Board opted for the third option having regard to submissions from the NTA and revised designs from the developer. That decisions was challenged by way of judicial review, but the judicial review was withdrawn. The objections now raised attack the validity of that decision, which is prohibited by Section 50 of the Planning and Development Act 2000.</p> <p>The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.</p> <p>It is correct that the ""Preferred Route Public Consultation Feedback Report" was published after the dates for RO submissions" , however the report does not form part of the Railway Order Application documents and has been published to provide a gernal overview of the submissions recieved during the non statutory public consulation phase with submitters free to refer to this document during at any evidence they are invited to make at the Railway Order Oral Hearing.</p> |



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| 6                                                                                                                                                                                               | 2.3. The Option to Replace the Luas Green Line in the Future is Highly Uncertain                                                                        | 5        | <p>In the Rail Order Application, the NTA/TII argues in justification of the station at Charlemont that "a Green Line run-through connection will remain a likely option for the future" and that the decision to do so has been "deferred" (although this is stated without any required policy decision). Appendix A7.9 p31.</p> <p>This is not the case. No decision to replace the Luas Green Line has been made so it is not "deferred", and it cannot be viewed as the "likely" option for the future for the following reasons:</p> <p>a) It is not government policy (up to the period ending 2042)</p> <p>b) An above ground metro will segregate established communities and is highly problematic from a planning permission perspective</p> <p>c) It would close all services on the Luas Green Line for many years during replacement works causing very significant disruption to transport</p> <p>d) It does not provide any new rail infrastructure to other areas of Dublin especially to the south west</p> <p>e) It does not create a city centre hub capable of interconnecting with the multiple modes of transport that are part of the Draft Transport Strategy for the Greater Dublin Area up to 2042</p> | Please refer to responses (5) and (6) above that explains the 2022-2042 GDA Strategy approach for possible future extensions of metro. The technical points noted by the observation would be addressed as part of any future project, but noting any future extension of the metro falls outside of the scope of the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7                                                                                                                                                                                               | f) It cannibalises the existing Luas Green Line infrastructure and replaces it with a service that is inferior in many respects from what exists today: | 6        | <p>If the Luas Green Line was to be replaced by a run through connection of the Metro, it would result in the degradation of certain very important aspects of the current Green Line service.</p> <p>The figure to the left shows the current Luas Green Line in green and the proposed Metro run through in red.</p> <p>Passengers originating south of Ranelagh will no longer have a direct rail access to the Grafton Street side of St Stephens Green, Dawson Street or Westmoreland Street but must use a 'double level' interchange with the Luas Green Line at Charlemont (coming from the metro below ground to street level and then up to the Luas stop elevated above the Canal) or walk from St Stephens Green East, Tara Street or O'Connell Street.</p> <p>From the south, this pulls the rail service east and away from the main centres of attraction, thereby diminishing the quality of the current service provided by the Luas Green Line.</p>                                                                                                                                                                                                                                                             | There is no cannibalisation or replacement of the existing Luas Green Line. Responses (4) and (5) above explain the rationale for MetroLink extending to Charlemont, noting that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme, and that the existing Luas Green Line capacity between St Stephen's Green and Charlemont is restricted due to on-street running.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 8                                                                                                                                                                                               | g) It would also result in an unjustifiable over-development of rail infrastructure                                                                     | 6        | <p>g) It would also result in an unjustifiable over-development of rail infrastructure in very condensed and already well serviced area and perpetuate the high cost and strategic weaknesses already identified in the JASPERS and MPAG reports; see below.</p> <p>The figure to the left shows that if the Luas Green Line was to be replaced by Metro, it would result in the over-development of rail infrastructure within the 700m distance between the Canal and Ranelagh Village. So in a distance less than two lengths of St Stephen's Green, there would be:</p> <ul style="list-style-type: none"><li>• 2 Underground Metro Stations and</li><li>• 2 Elevated Luas Stops.</li></ul> <p>Even with this further duplication between St Stephens Green and Ranelagh, there would be no good quality interchange at St. Stephens Green (which has the potential to be a 'single level' connection between the street level Luas and the mezzanine level of Metro). Instead, the NTA/TII proposes that the 'double level' interchange at Charlemont is the "optimal" possible from the entire spending on duplication of infrastructure in the area.</p>                                                                   | <p>Response (4) above has addressed why MetroLink is not duplicating infrastructure and the benefits it delivers. Responses (4) and (5) have addressed why a MetroLink station is proposed at Charlemont.</p> <p>If the scheme were to terminate at St Stephen's Green, it would be inconsistent with the GDA Transport Strategy 2022-2042 to locate the terminus at Charlemont.</p> <p>It is acknowledged that passengers wishing to interchange between Luas and MetroLink at the St. Stephen's Green station will have a 500m-walk along a route either through St Stephen's Green Park or along the footpath north of the park. The interchange time is calculated at 7.58 minutes. However, the interchange arrangements at Charlemont provide for a significantly better connection with Luas compared to St. Stephens Green Station, where the interchange time is calculated at 2.9 minutes. Interchange times and routes are detailed in Appendix A7.9 (Terminus Station at Charlemont compared to St. Stephen's Green).</p> |

| Submission No.                                                                                                                                                                                  |                                              |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| 9                                                                                                                                                                                               | 2.4. A City Centre Transport Hub Is Required | 6        | <p>The case for the proposed replacement of the Luas Green Line to Metro Standard, however, is not clear. It was not successful in obtaining government approval and failed to get community support from two rounds of consultations. It cannibalises the existing Luas Green Line resulting in the closure of all services for several years during replacement works, the DART line already services communities in close proximity to the east of the alignment, it does not contribute to providing transport solutions to the south west and the segregation of established communities is hugely problematic.</p> <p>Put simply, for the next 2-3 decades, the solution for the north of Dublin is an underground metro spine to the city centre and to the south is multiple modes transport radiating out in spokes from a city centre hub. Such a hub has previously been identified in the approved Metro North project as St Stephens Green and a new study is required to establish if this is still the case. To future proof our transport policy, the current the focus must be on the creating a city centre hub that can connect with multiple modes of transport now and provide the maximum choice of options for the future. To extend down one spoke, decades in advance of a required decision, is not justified and puts at risk €650m of public money and limits future transport options.</p> <p>Not only was a City Centre Hub Terminus study never undertaken, the closest to it (the March 2017 Luas Tie-In Study) is now totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated), and is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). Furthermore, the alignment that has already been built is not justified or supported by any other analysis provided in the Rail Order Application.</p> <p>Clearly this leaves a fatal gap in the preparation and documentation of the Rail Order Application.</p> | <p>TII do not agree that there is a "fatal gap" in the Railway Order application. Responses (4) and (5) above explain the rationale and justification for a proposed station at Charlemont.</p> <p>Further TII would note:</p> <p>There is no MetroLink proposal to replace the Luas Green Line with metro, and there is no duplication of infrastructure (see response (4) above)</p> <p>As noted above, MetroLink has government approval, as reflected by the 2022-2042 GDA Strategy that includes consideration of possible future extension of metro to the south (see response (5) above).</p> <p>There is no proposed cannibalisation of the Luas Green Line (see response (7) above).</p> <p>The principle of a "city centre hub" is covered by response (5) above.</p> |  |
| 10                                                                                                                                                                                              | Concluding statement                         | 7        | <p>In summary, it is the view of us as owners of 33 Dartmouth Road that An Bord Pleanála should not be granting permission for the Metrolink Railway Owner. Therefore we request the following amendments:</p> <p>I. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel</p> <p>II. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station which can effectively integrate with the Luas Green Line and future DART underground.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                       |  |
| 11                                                                                                                                                                                              | Compliance with Policy                       | 7        | <p>It is not transport policy to extend metro to the south at any time prior to 2042. The section of the subject Rail Order Application between St. Stephen's Green and Charlemont represents the first section of such a southern extension and effectively locks-in the replacement of the Luas Green Line. Building south of St. Stephen's Green is premature and is a leftover from a now defunct concept of Metrolink as a Swords to Sandyford megaproject. The NTA/TII has failed to adapt the Rail Order Application to the reality that such a megaproject is not a policy objective at this point in time and it is premature to expensively lock-in decisions about Metro South 2-3 decades in advance of any requirement to do so.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>As explained by response (5), the proposed Charlemont Station does not preclude future extension to the south west, south or south east of the city region should sufficient demand arise.</p> <p>Building south of St Stephen's Green is not premature, the reasons for proposing a station at Charlemont are explained by response (4), while response (5) explains how MetroLink has been designed to integrate with the wider transport network.</p>                                                                                                                                                                                                                                                                                                                     |  |

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| 12                                                                                                                                                                                              | Strategic Need and Business Case                                                      | 8        | <p>The entire project business case is flawed when it is based on the proposed southern terminus that lies outside current transport policy. This fact is recognized in both the JASPERS independent review and the MPAG Review, which identifies the section of the project south of St. Stephen's Green as 'strategically weak' and that it duplicates other fixed rail services. Surprisingly, the final Business Case did not address these concerns. As this section is probably one of the most expensive parts of the project (1km of tunnel and 1 station for €650m), its removal from scheme is likely to substantially increase the probability of the project successfully getting through the next stages of the government approvals process. Furthermore, the JASPAR review concludes that the connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Luas Green Line and this would bring the project back in line with current transport policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>There is no duplication of infrastructure between St Stephen's Green to Charlemont for the reasons set out by response (4) above, noting that the section of MetroLink between St Stephen's Green and Charlemont makes a significant positive contribution to the Business Case, rather than a negative contribution as suggested by the observation.</p> <p>TII would also note that in July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>For the avoidance of doubt, An Bord Pleanála's functions relate only to the consistency of the project with proper planning and sustainable development and consideration of its impacts on the environment (including EIA and AA). They do not extend to considering the merits of the financial approvals or business case for the project.</p> |
| 13                                                                                                                                                                                              | City Centre Hub Location & Prejudicing Options for Expansion of the Transport Network | 8        | <p>While a metro south extension is not part of current transport policy, even if it were to be considered at some stage in the future, the starting point for an extension should be St. Stephens Green and not Charlemont. The section of the Luas Green Line from St. Stephens Green to Charlemont is already one of the existing spokes radiating out from the hub of St. Stephens Green. Therefore, this duplicating section of the proposed MetroLink project represents an upfront payment of €650m towards a single future option, that is the replacement of the Luas Green Line. Once a metro section is built to Charlemont, it will deny other potential routes, such as to the south-west, the opportunity to build a successful business case as it forces increased costs of connecting from Charlemont and bypasses the opportunity of addressing unserved areas closer to the St Stephens Green Hub. This effectively "locks-in" the Green Line Replacement 2-3 decades in advance of any requirement.</p> <p>In addition, any future underground tunnelled solution (i.e. an option other than the Luas Green Line replacement) would start boring from the south and therefore there is no advantage tunnelling to Charlemont now (which the NTA/TII claims is an "appropriate" location for these other options). Such a new tunnel could be aligned all the way to St Stephen's Green; however, this would create a €650m stranded asset/ white elephant at Charlemont and would be a costly negative to overcome in any business case. Moreover, any overground rail or road solution on the south (other than the Luas Green Line replacement) could not interchange at Charlemont because its location is so constrained and incapable of further transport mode connections.</p> <p>Charlemont is in a residential area not a city centre location. It can only interchange with the Luas Green Line and has no scope for adequate connectivity with other modes of transport, such as other proposed light rail, bus services and road transport. It is simply not suitable as a Key Transport Interchange to serve Dublin city centre.</p> | <p>Responses (4) and (5) explain the rationale for a proposed station at Charlemont, why there is no duplication of infrastructure between St Stephen's Green and Charlemont, and a station at Charlemont does not preclude future extension to the south west, south or south east of the city region should sufficient demand arise.</p> <p>It is not correct to say Charlemont only enables an interchange with the Luas Green Line. The MetroLink system is designed, as borne out by our transport analysis, in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. It should also be noted that the proposed station is within a 5-minute walk distance of the Bus Connects proposed A Spine and E Spine routes. The system is not designed to encourage people to drive to stations and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary.</p>                                                                                                                                                                                                                  |

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| 14                                                                                                                                                                                              | Flawed Assessment of Alternative South Termini | 8        | <p>The Rail Order Application contains a deeply flawed rationale in the consideration of alternative terminus locations to the south. The "decision... not to upgrade the Luas Green Line to Metro" should have resulted in NTA/TII demoting the importance of the "Charlemont (tie in with Luas Green Line)". The alignment choices "to determine the most appropriate termination location for the MetroLink project" should have investigated three options: St Stephen's Green West, St Stephen's Green East and Charlemont. St Stephen's Green West becomes a viable option once the NTA/TII's self-imposed constraint of forcing a connection to a Luas Green Line tie-in location is removed. Indeed, a carefully designed St Stephen's Green termination point (West or a more connected version of East or a hybrid) would provide a superior interchange with the Luas Green Line and maximise the scope for future southern extension routes (including the possible replacement of the Luas Green Line option). The fact that St Stephen's Green was never properly evaluated as a terminus option shows that the EIAR is deeply flawed and inadequate.</p> | <p>We address the substance of this submission below, but as a preliminary point these are all matters of strategic transport policy that have been settled by the NTA's GDA Transport Strategy 2022-2042.</p> <p>A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). While not anticipated to be the final station, these route options included potential station locations on St. Stephen's Green West. As outlined by EIAR Chapter 3 (Background to the MetroLink Project) one of the key objectives of the Project is the integration of it with the wider 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. 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>A station on St Stephen's Green West is not preferred for several reasons:</p> <p>If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. This could feasibly be situated in the Trinity College Dublin sports grounds.</p> <p>TII note that it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is uneconomic in comparison.</p> <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the operation of the Luas during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>It is acknowledged that passengers wishing to interchange between Luas and MetroLink at the St. Stephen's Green station will have a 500m-walk along a route either through St Stephen's Green Park or along the footpath north of the park. The interchange time is calculated at 7.58 minutes. However, the interchange arrangements at Charlemont provide for a significantly better connection with Luas compared to St. Stephens Green Station, where the interchange time is calculated at 2.9 minutes. Interchange times and routes are detailed in Appendix A7.9 (Terminus Station at Charlemont compared to St. Stephen's Green).</p> <p>Responses (4) and (5) explain the rationale for a proposed station at Charlemont, and does not support the observation "that the EIAR is deeply flawed and inadequate".</p> |

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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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| 15                                                                                                                                                                                              | No Studies to Support the Proposed Alignment to the South | 8        | <p>A vital component of the Rail Order Application is the consideration of alternative alignments for the south end of the Metrolink line. The Applicant did undertake a detailed consideration of potential tie-ins with the Luas Green Line and a Preferred Option (Option 4 (b) was selected in the March 2017 study.</p> <p>However, as will be described below, NTA/TII has procured to complete the construction of an alternative design of the Charlemont Station Box which delivers a very significantly different alignment to that proposed in the Tie-in study and in the March 2019 "Preferred Route" consultation. Very importantly the implications of the built alignment are both to the north and south of Charlemont. Notably to the north the more easterly alignment has very strongly influenced the Applicant not to consider station options on St. Stephens Green West where the optimal interchange with the Luas Green Line would occur. The resulting alignment to the south of Charlemont shifts to the west and rules out the preferred "in- line" tie-in with the Luas Green Line and will cause significantly increased demolition of houses in the Ranelagh area.</p> <p>Not only is the March 2017 Luas Tie-In Study now totally irrelevant from a tie-in perspective (none of the options were used or re-evaluated), it is also redundant from a policy perspective (no Luas Green Line replacement is part of the subject Rail Order Application). Furthermore, the alignment that has already been built is not justified or supported by any other analysis provided in the Rail Order Application.</p> <p>Clearly this leaves a fatal gap in the preparation and documentation of the Rail Order Application. The fundamental and essential study that should have replaced the Luas Tie-In Study is a city-centre terminus study that uses appropriate criteria (that are significantly different from those used in the Tie-in study). Such a study, however, was never undertaken by the Applicant. In fact, the Rail Order Application provides no studies to support the proposed (already built) alignment to the south.</p> <p>Obviously by building the alignment prior to making a Rail Order Application, NTA/TII has denied An Bord Pleanala the opportunity to consider alternatives through the planning process for the current Rail Order Application.</p> | <p>While TII addresses the substance of this point below, this is a strategic transport policy issues that has been settled by the NTA's GDA Transport Strategy 2022-2042.</p> <p>TII do not agree "NTA/TII has procured to complete the construction of an alternative design of the Charlemont Station Box which delivers a very significantly different alignment to that proposed in the Tie-in study and in the March 2019 "Preferred Route" consultation". The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard.</p> <p>Further TII do not agree that the proposed location of Charlemont Station has significant impacts north and south. Response (14) above explains why a station on St Stephen's Green West is not proposed noting that this is not determined by the proposed location of Charlemont Station.</p> <p>Regards south of the Charlemont, as previously noted, Charlemont does not preclude future extension of the metro to the south, south-east or south-west should sufficient demand arise. There is also no basis to suggest there will be an increased demolition of houses, if in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. It is possible that in the event of a tunnel being constructed to connect to Charlemont Station that this would be undertaken from a site further south, as noted elsewhere in the submission.</p> <p>The observation that "no Luas Green Line replacement is part of the subject Rail Order Application" is correct, and as previously noted, the proposed Charlemont Station is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport.</p> <p>Responses (4) and (5) explain the reasons for a proposed station at Charlemont. TII would note that the Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required. However while it was appropriate and sensible to make provision for MetroLink for the reasons stated, it is for An Bord Pleanála to consider the Railway Order application, and TII do not assume that simply because permission was granted for these MetroLink Enabling Works, that it means an Enforceable Railway Order will be granted.</p> |



| Submission No.                                                                                                                                                                                  |                                                                                                     |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 16                                                                                                                                                                                              | Charlemont Station Box work are not described in the Rail Order Application (EIA Project Splitting) | 9        | The enabling works and construction of the station box at Charlemont, which have already been undertaken, are not described in the Application as forming part of the subject Rail Order. Under the EIA Directive, an EIA must consider the direct, indirect and cumulative effects of all aspects of the development. On this point alone, the entirety of the Rail Order Application is legally unsafe.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.</p> <p>There is no inconsistency with the EIA Directive. All options remain open to the Board in relation to this location. The critical factor in favour of the station at this location are the policy decisions and supporting analysis outlined above and not the permitted enabling works.</p> <p>TII rejects the assertion that the inclusion of the MetroLink Enabling Works at Two Grand Parade has prejudiced the EIA process. There were no "neutral" alternatives available to ABP when it made a decision on the application for permission for Two Grand Parade. It had three options, all of which had significant consequences for proper planning and sustainable development and the environment:</p> <p>*grant permission without the roof slab, which would have required TII to demolish Two Grand Parade or another development in this area to deliver a Metro station in the location that was emerging from the contemporary optioneering reports;</p> <p>*refuse permission for Two Grand Parade, sterilising the site a frustrating the zoning objective for the site</p> <p>*grant permission with the roof slab, securing the zoning objective and leaving open the option of a station at this location.</p> <p>The Board opted for the third option having regard to submissions from the NTA and revised designs from the developer. That decisions was challenged by way of judicial review, but the judicial review was withdrawn. The objections now raised attack the validity of that decision, which is prohibited by Section 50 of the Planning and Development Act 2000.</p> <p>The Hines (Grand Parade Property Trading Co. development) and Metrolink construction works required for Charlemont Station are presented in Appendix A5.3 Construction Sequence Report. As presented in EIAR Chapter 30 the cumulative potential of the Charlemont works has been assessed.</p> |  |
| 17                                                                                                                                                                                              | Charlemont Station Box Not Permitted/ Unauthorised Development                                      | 9        | <p>The current Railway Order and associated EIAR acknowledges that the enabling works including the construction of the Station Box at Charlemont has already occurred. TII appear to suggest that these works were permitted under the planning permission for the Office building at 2 Grand Parade. That commercial office development required normal planning permission to be obtained under the Planning and Development Act 2000. However, the Metro Station Box works are "railway works" and cannot be granted permission under that Act. Instead, they require a separate application for, and grant of, a Railway Order under the Transport (Railway Infrastructure) Act 2001. No Railway Order was obtained for the Charlemont Metro Station Box and therefore these railway works were not authorised and could not be lawfully undertaken.</p> <p>Moreover, the Charlemont Station Box is an unauthorised development that also required an EIA and as such, under legislation, the Board is compelled to refuse to consider any application for its retention. Clearly Charlemont Station is an integral part of the Metrolink proposal and the subject Rail Order Application. The Board, therefore, cannot grant the current Rail Order as to do so would a) facilitate the circumvention of the EIA Directive by the splitting of projects and b) amount to a retention permission which it is compelled to refuse. Effectively, Charlemont Station cannot be considered as usable for the Metrolink project because it will remain legally unsafe.</p> | <p>The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.</p> <p>The observer is mistaken in submitting that railway works can only be authorised by railway order. The definition of "railway works" in the Transport (Railway Infrastructure) Act 2001 is broad and intended to facilitate comprehensive applications for consent for railways. They are defined as any works required for the purposes of a railway or any part of a railway, including works ancillary to the purposes aforesaid such as parking by buses or by persons using vehicles who intend to complete their journey by railway, and relocation of utilities, and in this definition "works" includes any act or operation of construction, excavation, tunnelling, demolition, extension, alteration, reinstatement, reconstruction, making good, repair or renewal. If the observer's submission were true, Irish Rail and TII would have apply for a railway order to provide for basic development like provision of parking for their railways and developers of land in proximity to railways would have to apply for a railway order to include in their designs elements of the development to protect the integrity of the developers works and the railway.</p> <p>The 2001 Act does state "The construction of railway works, the subject of an application for a railway order under this Part, shall not be undertaken unless the Board has granted an order under section 43." This narrow prohibition allows the baseline to be fixed at the date of the railway undertakings application for consent without the wider undesirable consequences outlined above.</p>                                                                                                                                                                                                                                                                                                                   |  |



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| 18                                                                                                                                                                                              | Implications of the Locked-in Alignment of the Charlemont Station Box | 9        | <p>In the March 2019 consultation on the "Preferred Route", the proposed alignment for the Luas Green Line "Tie-in" was to be an "in-line" connection. This consultation allowed the public to understand and comment on the implications of the proposal. Since that consultation, NTA/TII reached an agreement (in private) with the developer of the new office building at 2 Grand Parade for a design of the Charlemont Station Box. Construction of this Station Box commenced, without a Rail Order, in April 2021 and was completed in the first quarter of 2022. This design and alignment of this station box is very significantly different to the proposal in the Preferred Route consultation. No notice was made to the public of the proposed changes and there was no opportunity for affected parties to make comment.</p> <p>In the event of a future Luas tie-in, which the NTA/TII says "will remain a likely option for the future", the implications of the now locked-in (built) station alignment are profound. It will result in the demolition of houses on Mander's Terrace, Charleston Road and will require the demolition of 11 houses and 24 apartments on Oakley Road. None of these houses and apartments would be demolished under the earlier design that was presented in the Preferred Route Consultation.</p> <p>Not only was no notice given to affected parties, but the implications of the new alignment are now known to the Applicant and yet it is not presented in the EIAR of the Rail Order Application. Case law has clearly established that an EIAR must "...take account, as far as practically possible, of potential later phases...". The EIAR is again inadequate and disingenuous in not presenting the known facts.</p> | Please refer to response (15) above in relation to the design and location of Charlemont Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19                                                                                                                                                                                              | Inadequacy of the Rail Order Application and Scheme Detail            | 10       | <p>Overall, we consider the detail of the Railway Order Application to be inadequate. These inadequacies are considered throughout this submission and in the other two CDCG submissions (especially in relation to issues such as Vehicular Traffic and Parking, Proposed Traffic Measures, Pedestrian Traffic, Drop-off, Noise, Disturbance, and Impact upon Amenities in the Vicinity of Charlemont Station). The lack of detail is in no small part due to the procurement method adopted by the Applicant, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a Railway Order consent. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a Rail Order could be granted by An Bord Pleanala (ABP).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII do not agree the EIAR is inadequate and have responded to the individual observations made in this submission, as well as all other submissions received.</p> <p>The assessment undertaken in the EIAR is undertaken in line with best practice and is in line with all relevant guidelines and policy requirements. Neither this submission nor the other submissions referred to have identified any guidelines or best practice that have been overlooked in the assessment. It should be noted that a full and very detailed assessment of traffic is provided in Chapter 9 of the EIAR and the associated appendices where potential effects on traffic, pedestrian movements, cycling, public transport and parking is presented for both the construction and operational phases. In terms of potential noise impacts there are two chapters (Chapter 13 and 14) presenting a detailed analysis of airborne and groundborne noise effects on sensitive receptors respectively for the construction and operational phases. The effects on "amenity" are assessed for the construction phase are assessed in a number of chapters (including Chapter 10 Human Health, Chapter 11 Population and Land Use, Chapters 13 &amp; 14 (Noise and Vibration) and Chapter 27 Landscape.</p> <p>There is no connection between the selected procurement method and the level of design for the Railway Order application. The level of design undertaken is appropriate for a Railway Order application, noting that the design to inform the Railway Order application has been developed to Preliminary Design level. This Preliminary Design provides the required level of detail to inform the EIAR, and the level of design presented and used to inform the EIAR is consistent with previous successful Railway Order applications and best practice guidelines.</p> |
| 20                                                                                                                                                                                              | Summary statement                                                     | 10       | <p>In summary, it is the view of us as owners of 33 Dartmouth Road that An Bord Pleanála should not be granting permission for the Metrolink Railway Owner. Therefore we request the following amendments:</p> <p>I. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel</p> <p>ii. Require the submission of a railway order for a section from Tara Street Station to St. Stephen's Green which would effectively provide for a terminal hub station which can effectively integrate with the Luas Green Line and future DART underground.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Please refer to response (10) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 21                                                                                                                                                                                              | 3.2. Main Issues raised in the CDCG Dartmouth Road Submission 2<br><br>Policy and Procedure | 11       | <ul style="list-style-type: none"><li>Specifically the Charlemont station should not form part of the rail order as it will severely and demonstrably adversely affect the residential amenities of the Dartmouth Road residents both during the construction phase and the operational phase.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>TII understand your particular concerns regards the proximity of 33 Dartmouth Road to the construction of the proposed Charlemont Station, and while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>During the operational phase, no significant residual negative impacts are anticipated on the Population and Land or from noise, vibration or other emissions and nuisances considered as part of the assessment of impacts on Population. Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 22                                                                                                                                                                                              | 3.2. Main Issues raised in the CDCG Dartmouth Road Submission 2<br><br>Policy and Procedure | 11       | <ul style="list-style-type: none"><li>The reliance on an element of the railway works in the form of the station box previously constructed as part of the office development fundamentally prejudices the entire process and is non-compliant with the EIA Directive.</li><li>As is described in detail in the CDCG General Area Submission, the Charlemont Station Box is an unauthorised development that also required an EIA. Clearly Charlemont Station is an integral part of the Metrolink proposal and the subject Rail Order Application. The Board, therefore, cannot grant the current Rail Order as to do so would a) facilitate the circumvention of the EIA Directive by the splitting of projects and b) amount to a retention permission which it is compelled to refuse. Effectively, Charlemont Station cannot be considered as usable for the Metrolink project because it will remain legally unsafe.</li></ul> | <p>Please refer to responses (5), (15), (16) and (17).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 23                                                                                                                                                                                              | 3.2. Main Issues raised in the CDCG Dartmouth Road Submission 2<br><br>Policy and Procedure | 11       | The documentation and in particular the drawings submitted are misleading and do not illustrate the relationship between the proposed station works and the houses on the southern side of Dartmouth Road. The deep construction required immediately adjacent to residential houses is wholly inappropriate and will result in a very severe loss of amenity and devaluation of property.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>TII disagree that the documentation and drawings submitted are misleading and do not illustrate the relationship between the proposed station works and the houses on the southern side of Dartmouth Road. Drawing ML1-JAI-SRD-ROUT_XX-DR-Z-02090 (Structures Details Book 2 of 3) shows the outline of the underground station, property Drawing ML-P 307 0-A (Property Details, Book 2 of 2) also shows the footprint of the station in relation to surrounding property, as does Alignment drawing ML1-JAI-ARD-ROUT_XX-DR-Y-03096 (Alignment Details Book 2 of 2). Regards drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02096, the relationship of the section shown to Dartmouth Road is a function of where the long section has been taken and is therefore correct.</p> <p>Neither do TII agree that deep construction adjacent to the residential houses is inappropriate and would also note the environmental impacts have been carefully considered. TII would also note that while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> <p>Regards loss of amenity during construction, Dartmouth Road will be closed between Dartmouth Place and Dartmouth Square West during the enabling works and main works but diversions will be put in place for local access, including deliveries, emergency services, bin collection, and pedestrian access maintained to property. The impacts on parking will be monitored during construction to reinstate any disrupted areas as soon as practicable. On completion of construction, parking will be reinstated.</p> <p>TII are of the view that the proposed development will have a long term positive affect in terms of property value. There is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p> |  |

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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                      |
| 24                                                                                                                                                                                              | 3.2. Main Issues raised in the CDCG Dartmouth Road Submission 2<br><br>Policy and Procedure | 11       | <ul style="list-style-type: none"><li>• The lack of detail in the Rail Order documentation is in no small part due to the procurement method adopted by the Applicant, which is a 'design and build'. The first component is 'design' which should be undertaken prior to submission for a Railway Order consent. By following a 'design and build' approach NTA/TII is failing to provide the required level of detail under which a) affected residents can adequately understand the implications of the proposals and b) a Rail Order could be granted by An Bord Pleanála (ABP).</li></ul> | Please refer to response (19) above. |

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| 25                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• Noise and vibration impact assessment have been deferred until after consent is issued.</li><li>• The impacts of construction noise and vibrations on internal dwelling environments has not been assessed.</li><li>• There has been no night-time impact assessment of construction noise.</li><li>• The blasting impacts of tunnelling directly under the houses on Dartmouth Road has not been assessed in terms of amenities, noise, vibration and human health.</li></ul> | <ul style="list-style-type: none"><li>• Noise and vibration assessments have not been deferred until after an enforceable railway order is granted. The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR based upon the best available information at this stage of the project. The assessments includes for predictive modelling in order to identify the potential impacts on sensitive receptors during both the construction phase and the operational phase. Where necessary, mitigation measures are proposed to reduce any identified effects. Section 13.2.5.1.3 simply identifies that further assessment will be required as the project develops, and allowing for any amendmments to the design, to ensure that the proposed construction and operation of the proposed Project is in line with that presented in the EIAR and any requirements of an enforceable Railway Order. It is also of note that environmental monitoring will be undertaken that will demonstrate that works are being undertaken within environmental limits.</li><li>• The assessment undertaken in EIAR is in line with best practice and with all relevant guidelines and policy requirements as laid out in EIAR Chapter 13 Airborne Noise and Vibration, section 13.2.2. The assessment of noise levels at building facades is normal for this type of analysis as the assessment criteria generated from best practice guidance all refers to noise levels at building facades.</li><li>• Night-time noise has been assessed. The Proposed Working Hours are outlined in EIAR Chapter 5, MetroLink Construction Phase, section 5.2.4. Standard working hours will generally be the norm for all above ground works i.e Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. Only tunnelling and other works underground will be undertaken 24 hours a day. The only exception to this is the requirement for work above ground outside standard working hours for exceptional events such as concrete pours, and abnormal deliveries. In the exceptional event these are necessary, the contractor will engage with the local community and local authority before such works are undertaken.</li></ul> <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for 24/7 working on activities such as Mechanical Electrical Power (MEP) installation, TBM strip out, and tunnel clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers).</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. During night-time support works at the surface, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. All concrete to support the sprayed concrete tunnel lining operation will be batched on site within the acoustic enclosure and will not require night-time delivery.</p> <p>The predicted level of groundborne noise during TBM passage is 49 dB LASmax at 33 Dartmouth Road which is above the 45 dB LASmax threshold, resulting in a significant impact on the occupants of this address for the relatively short 2-week duration of the TBM passage. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>Therefore with the exception of some temporary disturbance (c. 2 weeks) resulting from the TBM passing. All other activities are not predicted to cause significant impact at night.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <ul style="list-style-type: none"><li>• TII confirm that the intervention tunnel will not be constructed using drill and blast.</li></ul> |

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| 26                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• A traffic impact assessment of local junctions has not been undertaken.</li></ul>                                                                                                                                                   | <p>This statement is incorrect. As presented in Appendix A9.5 Scheme Traffic Management Plan, analysis has been undertaken to assess the impact of the traffic management measures on the local road network surrounding Charlemont Station, following a 2-stage assessment process as identified in section 2.4. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>* Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>* Increase in driver delays at junctions;</li><li>* Changes in traffic flows on surrounding streets; and,</li><li>* Additional distance travelled due to diversions.</li></ul> <p>Local traffic impacts have been assessed against key performance indicators, including the removal of one or more lanes of traffic, increase in traffic flow of +10% (PCUs), where there is predicted to be a permanent increase in journey length of 500m, or a new signalised junction. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> |
| 27                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• The EIAR fails to properly assess the settlement impacts of the tunnelling upon the houses on Dartmouth Road and there may be settlement of between 35mm and 45 mm which would severely affect these protected buildings.</li></ul> | <p>The EIAR has assessed the impact of settlement on the houses on Dartmouth Road. EIAR Appendix 5.17 refers. The settlement predicted for the buildings directly over the tunnel are of up to 45mm as stated. The Phase 2 assessment of the damage for these buildings is "Slight" - please refer building B151 (32 Dartmouth Road) in table 5-2 of that appendix.</p> <p>The protected nature of a building does not alter the classification of damage from slight to moderate as stated. The protected buildings along Dartmouth Road, within the zone of influence of the works, will be subject to a further Stage 3 refined assessment (despite the impact only being assessed as 'slight') to take account of final design and construction methodology details, most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 28                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• The hydrogeological impact assessment is inadequate as it has not been based upon local bore hole logs and no local impact assessment has been undertaken around the Charlemont station.</li></ul>                                  | <p>TII have undertaken localised and specific groundwater modelling, and TII can also confirm that hydrogeological information along the line of the underground elements has been collected.</p> <p>Please refer to Figure 19.6 of the EIAR which identifies the location of a boreholes at Charlemont. Pump tests were undertaken here and groundwater samples were taken (from 3 boreholes here) and analysed in order to inform the baseline conditions presented in the EIAR. Furthermore calculations were undertaken to estimate the effects of excavations on the groundwater for every station including Charlemont (refer to Table 19.35 Table 19.41 and Charlemont subsection under section 19.5.3.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| Item No.                                                                                                                                                                                        | Section Ref.    | Page No. | Observation Statement                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 29                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• The impact of ventilation systems has not been assessed.</li></ul>                                                                   | <p>EIAR Chapter 13, Airborne Noise and Vibration, section 13.5.3.2 of the EIAR discusses noise from fixed plant, such as extract fans and ventilation systems. All plant associated with ventilation are housed within back of house plant rooms below ground level within the stations and hence will not generate any measurable airborne noise emissions at ground level. The key potential noise source relates to breakout noise from ventilation shafts and grilles at surface level. The assessment shows that without mitigation there are potential significant noise impacts from surface grills.</p> <p>As detailed in Chapter 13 (Airborne Noise and Vibration), the specific noise level from ventilation systems will be calculated as part of the further design development. Specifically, the operational noise level from each shaft and surface grill will be calculated to the nearest sensitive areas to each and specific attenuation designed for each system to not exceed the relevant design criteria for each location. As part of the design development of the station plant and ventilation systems, the background noise level at the nearest and most exposed NSLs to each fixed item of plant will be determined for day and night-time periods. This data will be used to establish the magnitude above which the operational plants items operate above in accordance with the methodology described in 13.2.5.2.4. All baseline noise values will be confirmed prior to the selection and design of the operational plant items through updated baseline noise surveys. The final airborne noise impact at sensitive receptors is very sensitive to small changes in the final construction and design of the ventilation systems. As a result, modelled impacts and mitigation will have to be updated in parallel with the detailed design. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>• Reduction of induct flow rates;</li><li>• Reduction of elements in the airflow;</li><li>• In duct attenuators;</li><li>• Orientation of grilles and louvres away from sensitive receptors;</li><li>• Acoustic louvres; and</li><li>• Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul> <p>Once the project moves into the next phase of design development then the detailed design of each shaft and surface grill will include measurements of background and ambient noise at the closest noise sensitive receptors to each of these fixed items of plant, this data will be used to establish a noise threshold level in accordance with BS 4142 and BS 5228, that each item of plant must be below, with bespoke noise mitigation at each location.</p> |
| 30                                                                                                                                                                                              | Inadequate EIAR | 11       | <ul style="list-style-type: none"><li>• The ground borne vibration/noise impacts of the train operations upon the houses of Dartmouth Road have not been assessed.</li></ul> | <p>This statement is incorrect. EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, Section 14.4 AZ4 Northwood to Charlemont, presents the predicted vibration levels during railway operation for sensitive receptors. The predicted groundborne noise at 33 Dartmouth Road is 28 dB LASmax, which is below the threshold level of 40 dB LASmax, indicating no significant impact during railway operation. The predicted VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) during railway operation is 0.005 ms-1.75 (VDV day) and 0.003ms-1.75 (VDV night). Both of these values are well below the VDV Threshold Levels of 0.8ms-1.75 (VDV day) and 0.4ms-1.75 (VDV night) indicating no significant impact for the building or for residents of this address.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



| Submission No.                                                                                                                                                                                  |                    |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                    |          | Ciaran Black and Leon McCarthy                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 31                                                                                                                                                                                              | Construction Phase | 11       | <ul style="list-style-type: none"><li>• The construction noise impact assessment is wholly inadequate as it fails to consider the internal noise impact over a 9 year period, defers assessments to the design and construction stage, fails to properly assess night time impacts, incorrectly categorises impacts as very significant as opposed profound.</li></ul>                                                                                                                                     | <p>The assessments presented in Chapter 13 and Chapter 14 of the EIAR are undertaken in line with best practice and all relevant guidelines and policy requirements as laid out in Section 13.2.2 of the EIAR. The assessment has not been deferred until the detailed design stage and the observer has not identified any aspect of best practice or any relevant guidelines or policy which has not been applied in the assessment. The assessment of noise levels at building facades is normal for this type of analysis as the assessment criteria generated from best practice guidance all refers to noise levels at building facades.</p> <p>EIAR Chapter 2, Methodology used in Preparation of the EIAR provides the details of the durations of effect utilised in the analysis throughout the EIAR. The assessment in EIAR Chapter 13 has noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. excessive noise effects resulting from the construction will not last 9 years, but will last as long as the "noisy activity" lasts.</p> <p>In EIAR Chapter 5, MetroLink Construction Phase, Table 5.5, the proposed working hours for this site are outlined. The assessments presented in Chapters 13 and 14 are based on these proposed working hours with no works proposed above ground occurring during the night time. As outlined in Table 5.5 of the EIAR, there will be underground works during the night time period and these have been assessed in both Chapter 13 and 14. Chapter 13 assesses potential impacts associated with the operation of plant above ground only i.e. ventilation fans at the surface to facilitate this work, while Chapter 14 covers the potential impacts associated with underground works.</p> <p>TII do not agree that impacts are incorrectly categorised as very significant rather than profound. EIAR Chapter 13, section 13.2.6 outlines the appraisal methodology and along with Tables 13.12, 13.13 and 13.14 shows 'very significant' rather than 'profound' is the correct categorisation.</p> |
| 32                                                                                                                                                                                              | Construction Phase | 11       | <ul style="list-style-type: none"><li>• Construction vibration impact assessment fails to assess the evacuation tunnel. This element of the project is likely to have a significant effect upon the Dartmouth Road residents. It will not be possible to meet airborne noise condition limits that may be reasonably set by An Bord Pleanala.</li><li>• Construction of the Intervention tunnel will give rise to significant noise and disturbance, 24/7 during the period of its construction.</li></ul> | <p>An assessment of the mechanical excavation of the evacuation tunnel and intervention tunnel has been carried out, and is included within Chapter 14 of the EIAR. The assessment of groundborne noise and vibration from mechanical excavation for a number of representative receptors is presented in Table 14.31 and Table 14.33, with predictions for a greater number of receptors in the area presented in Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results.</p> <p>Owing to the nature of the tunnelling works and to ensure a safe and stable method of excavation, the sprayed concrete tunnel construction will be undertaken 24 hours per day, seven days per week. As noted in Chapter 5 (MetroLink Construction Phase), where reasonably practicable, material will be stockpiled within the relevant main construction compound for removal during standard working hours. If activities require work outside the hours set out in Table 5.4, an approval will be sought from the relevant Local Authority for these on a case-by-case basis. It is proposed that during night-time support works, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties.</p> <p>The reference to Drill and Blasting of the intervention tunnel is included in section 14.11 is in-correct. It should refer to mechanical excavation as the principal form of excavation, which as identified in Chapter 14 of the EIAR will not have a significant impact on overlying properties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Submission No.                                                                                                                                                                                  |                    |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 33                                                                                                                                                                                              | Construction Phase | 12       | <ul style="list-style-type: none"><li>• The construction phase on Dartmouth Road, assuming no delays, will last 8.5 years (102 months). This is a medium- term effect which has not been properly considered in the EIAR. This may be termed "medium-term" from a broad community perspective, but in the lives of the residents of Dartmouth Road the impact is profound. Especially when the cumulative effect of the ongoing construction of the Office Building at 2 Grand Parade that will last for 4-5 years is considered. The residents of Dartmouth Road will have to endure almost a decade and a half of major scale construction within metres of their houses in an area zoned as residential.</li></ul> | <p>As outlined in EIAR Appendix A5.2 Construction Programme Including Tunnel Elements, the proposed construction period will progress at this site for 8.5 years, with some minor advance works prior to that as part of the development at Two Grand Parade, as noted in Chapter 4 (Description of the MetroLink Project). TII are of the view, as demonstrated by the detailed EIAR submitted that the environmental impacts have been carefully assessed and mitigation measures proposed where necessary. As detailed in the relevant environmental chapters and the Outline Construction Environmental Management Plan (CEMP) in Appendix A5.1, a significant suite of mitigation measures and monitoring has been proposed to mitigate the effects of this construction period so far as possible.</p> <p>As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction'. This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months).</p> <p>TII would also note that while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider.</p> |  |
| 34                                                                                                                                                                                              | Construction Phase | 12       | <ul style="list-style-type: none"><li>• The hours of construction proposed include 12 hour working days and significant element of 24 hour working during certain periods of the contract.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Proposed Working Hours are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. Only tunnelling (please see response (25) above) and other works underground will be undertaken 24 hours a day. The assessments presented in Chapters 13 and 14 are based on these proposed working hours with no works proposed above ground occurring during the night time. As outlined in Table 5.5 of the EIAR, there will be underground works during the night time period and these have been assessed in both Chapter 13 and 14. Chapter 13 assesses potential impacts associated with the operation of plant above ground only i.e. ventilation fans at the surface to facilitate this work, while Chapter 14 covers the potential impacts associated with underground works. The only exception to this is the requirement for other noisy work above ground outside standard working hours for events such as concrete pours, abnormal deliveries etc. TII and their Contractor will engage with the local community and local authority to advise of any such upcoming events such as this, and will do there best to minimise any such occurrence so far as practicable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 35                                                                                                                                                                                              | Construction Phase | 12       | <ul style="list-style-type: none"><li>• The alternative construction compound has not been properly assessed and given the impacts of that proposed, it is incumbent upon TII to properly assess this and propose it as a mitigating measure.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As noted in Chapter 5 (MetroLink Construction Phase), there is only one construction site proposed for Charlemont Station, and that encompasses the construction footprint of the proposed Charlemont Station. In so far as there are any constraints at this location, they are due to the construction of the principal development at Two Grand Parade, not the incorporation of a roof slab to facilitate the construction of a station. The incorporation of a roof slab reduces constraints in this area, promoting the objectives of the EIA Directive. The only alternative with fewer constraints would have been if ABP had refused permission for Two Grand Parade, sterilising the site and frustrating the achievement of the zoning objective (which is set out in a Development Plan that had been subject to SEA).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |

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| 36                                                                                                                                                                                              | Construction Phase | 12       | <ul style="list-style-type: none"><li>Additional traffic will be generated during construction and the rediverting of traffic will have an adverse effect upon the local road network. HGV traffic on quiet residential roads will have a severe impact upon amenities.</li></ul> | <p>Appendix A9.5 Scheme Traffic Management Plan details the proposed HGV routing associated with the construction works at Charlemont Station. Routing from the site is mainly via the R111 and R110, and routing to the site is via the R810 and R110. Alternative routing options via the R110/Kildare Road and the R110/R811 are also considered, all of which are part of the regional road network. Only when the full closure on Dartmouth Road is in place will construction traffic route via Dartmouth Road. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The longest delay occurs eastbound on Dartmouth Road during the AM peak of 14 seconds.</p> <p>Model outputs indicate that there will be a moderate increase in HGV movements during construction at this location. The most significant increase, of just over 2%, will be in both directions along Ranelagh Road/Charlemont Street, which is part of the regional road network. Elsewhere in the area, including local residential streets, increases are significantly lower.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 37                                                                                                                                                                                              | Construction Phase | 12       | <ul style="list-style-type: none"><li>No local traffic modelling has been undertaken as part of the assessment and the impact upon pedestrians has not been properly assessed.</li></ul>                                                                                          | <p>This statement is incorrect, both local traffic modelling and the impact upon pedestrians has been assessed. EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>Increase in driver delays at junctions;</li><li>Changes in traffic flows on surrounding streets; and,</li><li>Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> |
| 38                                                                                                                                                                                              | Construction Phase | 12       | There will be a severe impact upon human health which has not been properly assessed.                                                                                                                                                                                             | <p>It is not correct to say "There will a severe impact upon human health which has not been properly assessed." EIAR Chapter 10, Human Health has identified that there may some residual effects after mitigation measures due to the noise and vibration arising from mechanical excavation, TBM advancement and proposed blasting resulting in "annoyance to users, but no health effects".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                 |          |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 39                                                                                                                                                                                              | Amenity Impacts | 12       | <ul style="list-style-type: none"><li>• The operation of the trains and associated ventilation systems has the potential to adversely affect the amenities of the residents and has not been properly assessed</li></ul>       | <p>TII have assessed the impact of the trains and ventilation system and do not predict that amenity will be significantly impacted.</p> <p>With regards to the noise of operating rail infrastructure, EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of operational airborne and groundborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and result in a not significant to slight impact when added to the prevailing noise environment.</p> <p>EIAR Chapter 13, sections 13.2.3.2 and 13.5.3.2.3 recognise that ventilation systems if not designed and mitigated effectively are potential noise sources. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>• Reduction of induct flow rates;</li><li>• Reduction of elements in the airflow;</li><li>• In duct attenuators;</li><li>• Orientation of grilles and louvres away from sensitive receptors;</li><li>• Acoustic louvres; and</li><li>• Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul> <p>Measures to mitigate noise from the use of public address systems is also detailed in Chapter 13 (sections 13.5.3.2.4 and 13.6.2.4). Best practice design principles will be employed to minimise noise breakout at the surface from these systems via escalators, lift shafts and stairwells.</p> <p>Mechanical elements associated with escalators are housed below ground and are fully enclosed. The operation of escalators will not generate any notable noise sources during operation and will not be audible above the prevailing noise environment.</p> <p>As noted above, with regards to stations entrances, these are transient areas for passengers entering and exiting the station. These activities are not the source of significant noise generation and form part of the existing soundscape in the existing prevailing environment. It is acknowledged footfall numbers will increase in the vicinity of the station entrance, however this activity does not translate to significant noise impacts.</p> <p>Finally, noise levels arising from the station during the operational phase will be required to adhere to limits to ensure that there are no significant effects.</p> |
| 40                                                                                                                                                                                              | Amenity Impacts | 12       | <ul style="list-style-type: none"><li>• The post completion permanent arrangement will result in significant rat running between Ranelagh Road and Grand Parade to the detriment of the residents on Dartmouth Road.</li></ul> | <p>As presented in EIAR Chapter 4, Description of the MetroLink Project, the internal street between Grand Parade and Dartmouth Road will have barriered and controlled access, be speed restricted and traffic calmed, and be treated as a shared vehicular pedestrian space. This will prevent it from being used as a "rat-run".</p> <p>It is also of note that the modelling data shows there will be significant growth in public transport usage in trips to and from the city centre area, resulting in an increase of up to 43,000 public transport trips over the 12hr day. There will be a corresponding reduction of over 14,000 car trips along the alignment from Northwood to Charlemont, reducing demand on the road network. The provided interchange with the Luas Green Line at this location is also anticipated to reduce vehicle demand from the south of the city (via Ranelagh).</p> <p>During the operational phase, Dartmouth Road will have a new pedestrian crossing, one of which is located towards Ranelagh Road. The provision of this crossing will also act as a traffic calming measure on Dartmouth Road, deterring its use as a rat run.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                                                                                                  |                      |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 41                                                                                                                                                                                              | Amenity Impacts      | 12       | <ul style="list-style-type: none"><li>• The overall impact of the both the construction and operational phases of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, operational emissions, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of the residents listed in this submission. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas."</li></ul> | <p>The impacts of the proposed project, both during the construction and operational phase have been assessed in the EIAR that accompanies the Railway Order, with mitigation measures proposed where necessary and practicable, to ensure impacts are within acceptable limits, noting that there will be a temporary groundborne noise significant impact when the TBM passes for approximately 2 weeks.</p> <p>While TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider. As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction', as suggested in observation item (33). This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months).</p> <p>The above responses have also addressed in summary the impacts raised by this observation with the exception of anti-social behaviour. In this regard, the interchange will certainly increase the number of people passing through the area, however it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to remain in the area. Further, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> <p>Regards the reference to the Z2 zoning objective. The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such, with the proposed mitigation, will not have the kinds of negative impacts that the zoning objective seeks to protected against. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |
| 42                                                                                                                                                                                              | Property Issues      | 12       | <ul style="list-style-type: none"><li>• Houses 32-35 are the subject of sub-stratum CPO</li><li>• The development will inevitably impact upon the value of retained land/property</li><li>• There will be a significant devaluation in property and the Board must refuse this element of the railway order.</li><li>• Owners' costs of engaging in the process should be borne by TII</li></ul>                                                                                                                                                                                                                                                                                                     | <p>TII can confirm sub-stratum acquisition of land is sought below properties 32-35.</p> <p>Compensation for severance is not a matter to be taken into account in the grant of the RO, but is a matter for negotiation between TII and the affected landowners or, in default of agreement, reference to the Property Arbitrator.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 43                                                                                                                                                                                              | Concluding statement | 12       | <p>In summary, it is the view of us as owners of 33 Dartmouth Road that An Bord Pleanála should not be granting permission for the Metrolink Railway Owner. Therefore we request the following amendments:</p> <p>I. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel</p> <p>ii. Require the submission of a railway order for a section from Tara Street Station to St. Stephen's Green which would effectively provide for a terminal hub station which can effectively integrate with the Luas Green Line and future DART underground.</p>                                                   | <p>Please refer to responses (4) and (10) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| 44                                                                                                                                                                                              | 4. Cumulative Impact of Metrolink proposal on Residents of 33 Dartmouth Road<br><br>Construction phase impacts, issues and planning remediation | 13       | <p>The diagram below is a visual manifestation of the Construction phase proposal sought by the Applicant, NTA/TII. This phase of the project is proposed to run for 102 months or ~9 years and with usual expected project delays will reach in over 10 years.</p> <p>We find such a proposal both inhumane and oppressive. To expect residents to have to endure living in a Construction compound for over 10 years with the associated noise, dirt, vibrations, disturbance, risk to property foundations, risk to personal safety and mental health is untenable.</p> <p>An Bord Pleanala has a responsibility to immediately reject such an absurd proposal.</p> | <p>TII would like to assure you that at no time will the safety of this property and its occupants be placed at risk, noting that the construction of the station will be monitored, including surrounding ground and building movements, with predetermined trigger levels aligned with action plans to ensure movements do not exceed acceptable levels.</p> <p>A 4m high hoarding will be in place for the duration of the works so that your property is segregated from the construction compound, noting that this hoarding will be moved back to the other side of Dartmouth Road upon the re-opening of Dartmouth Road after an estimated period of 30 months on completion of station piling and roof slab construction.</p> <p>As outlined in EIAR Appendix A5.2 Construction Programme Including Tunnel Elements, the proposed construction period will progress at this site for 8.5 years, with some minor advance works in advance of that. TII are of the view, as demonstrated by the detailed EIAR submitted that the environmental impacts have been carefully assessed and mitigation measures proposed where necessary. As detailed in the relevant environmental chapters and the Outline Construction Environmental Management Plan (CEMP) in Appendix A5.1, a significant suite of mitigation measures and monitoring has been proposed to mitigate the effects of this construction period so far as possible.</p> <p>TII would also note that while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider. As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction', as suggested in observation item (33). This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months).</p> |  |
| 45                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD                                                                      | 14       | 1. Dartmouth Road closure for 102 months ~9years                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Dartmouth Road will not be closed for 9 years. The closure will take place in two stages, the total duration of which is 4 years, noting the first closure of 18 months will be partial .</p> <p>1. Partial closure of Dartmouth Road to enable utilities to be diverted. Subject to Statutory Undertaker approvals (ESB, Eircom etc.) This process is estimated to take up to 18 months, while access is maintained along Dartmouth Road via a proposed single lane closure.</p> <p>2. Full closure. Once the utilities have been diverted, the road is then shut to through traffic (pedestrian access is maintained) and is estimated to take up to 30 months to complete the piling, and roof slab of the station. The utilities and road will then be reinstated and the road reopened.</p> <p>Diversions will be put in place for local access, including deliveries, emergency services, bin collection, and pedestrian access maintained to all properties. The impacts on parking will be monitored during construction to reinstate any disrupted areas as soon as practicable. On completion of construction and reopening of Dartmouth Road, parking will be reinstated.</p> <p>During the closure of Dartmouth Road, approximately 30 on street parking spaces will be lost during the main works, however there will be no impact to on-street loading bays. EIAR Chapter 5, MetroLink Construction Phase specifies the 5 residential properties that will be impacted during the works. The closure will be monitored to determine if it is required at all points, or if the spaces can be temporarily reinstated temporarily throughout the works. Once the construction works are complete and Charlemont Station is operational, the remaining on-street spaces will be fully reinstated.</p> <p>As outlined in Appendix A5.1 Outline Construction Environmental Management Plan, the contractor(s) will be required to maintain emergency access routes throughout the construction phase. These will be developed in consultation with the emergency services and documented as part of the detailed CEMP(s). All required diversions will be appropriately signed, and a comprehensive publicity and information campaign will take place prior to the Commencement of works to minimise the severity of the impact.</p>                                                                                                                                                                                                                                                   |  |



| Submission No.                                                                                                                                                                                  |                                                                            |          | 043                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 46                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 14       | 2. Hoarding placed 1M in front of our property at a height of 6.4M for ~9 years                                             | <p>TII confirm the proposed hoarding at the southern boundary of the site is 4m rather than 6.4m stated by the observation. This is presented in Chapter 13 (Airborne Noise and Vibration) section 13.6.1.2.4. Whilst Chapter 5 (MetroLink Construction Phase) does refer to an 'additional 4m tall noise screen' at select locations such as Charlemont, this is instead of the standard 2.4m hoarding, and not in addition to. The hoarding will only be there for the period of the full road closure, estimated to be 30 months, and will then be stepped back to the other sider of the road when Dartmouth Road is reopened.</p> <p>As previously noted, while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider. As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction', as suggested in observation item (33). This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months).</p> |
| 47                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 14       | 3. Depth of excavations of Secant Piled walls 3M from our property                                                          | <p>TII have assessed the impact of construction generated noise, vibration, and settlement. With mitigations in place there are no residual profound impacts, however as previously stated, relocation is an available option for Dartmouth Road residents immediately adjacent to the construction site during peak construction. TII are available to discuss this option if that is something the property owner would like to explore and consider. As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction', as suggested in observation item (33). This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 48                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 14       | 4. Depth of Construction compound 3M from our property for 9 years<br><br>5. 12 hour days with 24/7 working hours at times. | <p>Please refer to response (47) above.</p> <p>TII would note that 33 Dartmouth Road is outside of the construction compound that will be bounded by a 4m high hoarding and that as noted by response (46) this will be in placed for an estimated 30 months before being set further back on the reopening of Dartmouth Road.</p> <p>Response (25) above outlines the approach to the limited night-time working proposed, noting that with the exception of the passing of the TBM for approximately 2 weeks no other significant impact is predicted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| Item No.                                                                                                                                                                                        | Section Ref.                                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 49                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD         | 14       | 6. Traffic during Construction phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The EIAR has assessed the impact of construction traffic. TII modelling shows there will not be significant volumes of additional site traffic.</p> <p>Appendix A9.5 Scheme Traffic Management Plan details the proposed HGV routing associated with the construction works at Charlemont Station. Routing from the site is mainly via the R111 and R110, and routing to the site is via the R810 and R110. Alternative routing options via the R110/Kildare Road and the R110/R811 are also considered, all of which are part of the regional road network. Only when the full closure on Dartmouth Road is in place will construction traffic route via Dartmouth Road. Local modelling undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The longest delay occurs eastbound on Dartmouth Road during the AM peak of 14 seconds.</p> <p>Model outputs indicate that there will be a moderate increase in HGV movements during construction at this location. The most significant increase, of just over 2%, will be in both directions along Ranelagh Road/Charlemont Street, which is part of the regional road network. Elsewhere in the area, including local residential streets, increases are significantly lower.</p> <p>Please also refer to response (45) above.</p> |
| 50                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD         | 14       | 7. Parking for residents of Dartmouth Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>TII can confirm parking will be removed for approximately 4 years for the reasons explained by response (45) above, rather than the 9 years stated by the observation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 51                                                                                                                                                                                              | CONSTRUCTION PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD         | 14       | The overall impact of the Construction phase of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, around the Construction site will be such as to severely and permanently adversely affect the residential amenities of us the owners - residents of 33 Dartmouth Road. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas." | <p>Please refer to response (41) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 52                                                                                                                                                                                              | OPERATIONAL PHASE<br>PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 1. Placing a major Station entrance opposite our house                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>TII do not agree that a profound impact will be experienced as a result of the location of the southern entrance.</p> <p>Stations entrances are transient areas for passengers entering and exiting the station. These activities are not the source of significant noise generation and form part of the existing soundscape in the existing prevailing environment. It is acknowledged footfall numbers will increase in the vicinity of the station entrance, however this activity does not translate to significant noise impacts.</p> <p>There will be no profound loss of amenity as a result of the proposed southern station entrance or the station, and as per the responses above, TII are of the view that the proposed development will have a long term positive affect in terms of property value. There is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p>                                                                                                                                                                                                                                                                                |

| Submission No.                                                                                                                                                                                  |                                                                                 |          | 043                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                                                                                 |          | Ciaran Black and Leon McCarthy                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                                                        | Section Ref.                                                                    | Page No. | Observation Statement                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                                 |          |                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 53                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 1. Traffic volumes given congested canal entrance will drive all traffic onto Dartmouth Road. | <p>Transport modelling undertaken by TII does not show there will be a profound increase in traffic volumes.</p> <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary.</p> <p>As presented in Appendix A9.2-B Traffic and Transportation Assessment Charlemont Station, when the Project is in place, there will be changes to mode share in the individual zones surrounding the Project. There is a reduction of approximately 830 car trips to and from the zones surrounding Charlemont Station (including Dartmouth Road) over the 12hr period in Scenario A 2065. In Scenario B 2065, there is a reduction of 410 car trips over 12hr period when the Project is in place. Car mode share will reduce by up to 5 percentage points in the zones surrounding Charlemont Station, including the Dartmouth Road area.</p> <p>In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> |
| 54                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 2. Drop off-Pick up on Dartmouth Road especially to Airport from Dublin South population.     | <p>Please refer to response (53) above. Charlemont Station has been deliberately designed with no drop-off or pick-up on Dartmouth Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 55                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 3. Noise and light pollution from Metro entrance, tannoy.                                     | <p>Operational Noise and Vibration - please refer to response (39) above.</p> <p>Lighting</p> <p>Regards lighting during the operational phase, EIAR Chapter 4, Description of the MetroLink Project, section 4.12.8.3 explains the lighting class (and therefore the light level and uniformity targets) for each area to be lit, and has been selected using BS5489-1:2020 with account made for the local ambient lighting and environmental zones.</p> <p>All lighting within the station and at ground level will be designed to ensure that there is no significant light spill effecting nearby residential properties. Furthermore, as outlined in responses above, noise levels from the entrance canopy are not predicted to be significant.</p> <p>The following measures will be undertaken to ensure the quality of life of residents will not be effected by station lighting:</p> <ul style="list-style-type: none"><li>• LED lights will be used instead of traditional lights to control light spill, in compliance with the Institute of Lighting Profession 'GN01 Guidance Notes for the Reduction of Obtrusive Light' document;</li><li>• The use of luminaires will ensure that zero upward light is emitted; and</li><li>• Lighting will be adjusted depending on a stations setting for example lighting columns on highways will be 12m high but lighting columns in or near residential areas will be 8m high.</li></ul>                                                                                                                                                                                                                                                      |

| Submission No.                                                                                                                                                                                  |                                                                                 |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                                                                                 |          | Ciaran Black and Leon McCarthy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                                                                                        | Section Ref.                                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |                                                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 56                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 4. Parking for residents on Dartmouth Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | There will not be a profound increase in parking requirements and alighting vehicles blocking residents for the reasons explained by responses (53) and (54) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 57                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | 5. Anti social behaviour with 19 hrs per day 365 days a year major metro axis 10M from our family home.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The risk of anti-social behaviour has also been considered by the Project and is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses how this will be managed, including how 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. As detailed in Chapter 4 (Description of MetroLink Project) at Charlemont, a landscape avenue of trees and low-level planting will segregate pedestrians from the road, creating a safer environment for pedestrian movement in this area. Additionally, the landscape design here consists of pockets of planting and strategically placed mature trees to integrate and soften the human experience within this zone. CCTV will also be installed throughout the MetroLink system, including at station entrances and the public realm to provide general security and surveillance of all the public areas subject to GDPR and Data Protection Impact Assessment. TII would also note Charlemont Station has been deliberately designed without drop-off (with the exception of a drop only for persons of restricted mobility on Grand Parade) and taxi pick-up areas.</p> <p>TII would also note that while the interchange will certainly increase the number of people passing through the area, it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to remain in the area.</p> |
| 58                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 15       | The overall impact of the Operational phases of the project, in terms of noise, vibration, visual impacts, traffic, operational emissions, light pollution, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of us the owners - residents of 33 Dartmouth Road. The impacts will be so severe as to evidently be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas."                                           | Please refer to response (41) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 59                                                                                                                                                                                              | OPERATIONAL PHASE PHASE<br><br>IMPACTS ON OWNERS-RESIDENTS OF 33 DARTMOUTH ROAD | 16       | <p>This submission supports the request made in the general area submission to omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>In addition to the strategic planning reasons for the omission of this section of MetroLink, this submission clearly highlights that the EIAR fails to adequately assess impact of the development upon the houses on Dartmouth Road. The project would seriously affect the residential and other amenities of the residents of Dartmouth Road both during the construction and operational phases.</p> | Please refer to response (10) above and response (60) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Submission No.                                                                                                                                                                                  |               |          | 043                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Organisation Name or Name of Submitter                                                                                                                                                          |               |          | Ciaran Black and Leon McCarthy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 - Residents of 33 Dartmouth Road - Submission to Metrolink Railway Order application |               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 60                                                                                                                                                                                              | 5. Conclusion | 16       | <p>The proposal to locate the City Centre terminus for a major transport interchange on a residential by-road off the heavily congested Canal is fundamentally flawed.</p> <p>The impact of such a proposal is a direct interference to our right to the peaceful enjoyment of our property at 33 Dartmouth Road and will result in a profound loss of amenity and property value during Construction and Operation phases.</p> <p>A proposal that subjects citizens to such profound loss of amenity by locking us into a Construction compound for a period of 10 years is inhumane.</p> <p>The Board has the responsibility to protect the integrity of planning in our City and to refuse strategically flawed projects that are wrong for the development of the City and also to safeguard residential zones and their associated amenities.</p> <p>The current Metrolink proposal in relation to the Charlemont Terminus is both strategically flawed and will profoundly damage our property and our residential community.</p> <p>We request to be given an opportunity to present to the Oral Hearing so that we can raise our concerns as listed in this Submission, and the CCG Dartmouth Road Submission and the CDCG General Community Submissions.</p> | <p>TII have responded to all the observations made by this submission and are of the view that the EIAR has correctly assessed the impacts of both the construction and operational phase, and proposed mitigation measures where necessary. TII do understand your particular concerns regards the proximity of 33 Dartmouth Road to the construction of the proposed Charlemont Station, and while TII are of the view that the construction environmental impacts can be mitigated, relocation is an available option during peak construction. As noted in Chapter 5 (MetroLink Construction Phase), the activities described and impacts anticipated are intended to represent the likely most significant environmental impacts for the construction work to be undertaken along the alignment (i.e. a reasonable worst case scenario). Therefore, it is possible that there will be durations of the programme where impacts will be less than those described. Additionally, the total duration of construction at this location will not consist entirely of 'major scale construction', as suggested in observation item (33). This overall construction duration of 102 months consists of access (1 month), enabling works (13 months), civils (71 months) and fit out, T&amp;C and restoration (9 months). TII are available to discuss this option if that is something the property owner would like to explore and consider, noting that the southern boundary to the site will only be close to the property for the period of the full Dartmouth Road closure, estimated to be 30 months, and will then be stepped back to the other sider of the road when Dartmouth Road is reopened.</p> <p>TII would further note, as evidenced by TII's responses to the observations raised by this submission, that there will not be any profound impacts during the operational phase.</p> <p>TII do not agree that the location of Charlemont Station is fundamentally flawed, noting the rationale for the proposed Charlemont Station is explained by responses (4) and (5) above, and is in accordance with the strategic planning set out by the 2022-2042 GDA Strategy approved by the NTA and Minister for Transport.</p> <p>With regards property value, as noted above, TII are of the view that the proposed development will have a long term positive affect in terms of property value.</p> |

| Submission No.                                                                                    |              |          | 044                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                            |              |          | Ciaran Cuffe                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Letter Re: Submission on NC06F.302010 - Railway Order from Estuary to St. Stephen's Green, Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                 | Cover Letter | 1        | I welcome the construction of Metrolink as a transformative piece of infrastructure for Dublin. Metrolink represents a major modal shift towards sustainable transport. This investment must be pioneering in its sustainability, emphasis on active and low-carbon travel and commitment to achieving our climate goals as laid out in the 2021 Climate Action Plan. | <p>TII wish to thank you for taking the time to make this submission. Your positive support is gratefully appreciated. TII share your aspirations on sustainability and are committed to achieving the goals set out by the now 2023 Climate Action Plan and realising the Project to deliver the benefits that MetroLink will bring.</p> <p>As outlined in EIAR Chapter 3, Need for the Proposed Project, there is a significant focus on achieving the UN Sustainable Development Goals in national policy and this is central to the National Planning Framework to ensure that Ireland has a more sustainable future. The Environmental Protection Agency (EPA) Sustainable Transport Performance Measures (EPA 2011) highlights that sustainable transport is central to efforts to control greenhouse gas emissions, air pollution and environmental damage. The benefits of a sustainable transport system of which MetroLink is a key element extends beyond environmental considerations, delivering improvements in congestion, productivity, health and quality of life. EIAR Chapter 4, Project Description, section 4.6.3 outlines what sustainability means for the project. This includes delivering and operating an efficient, low carbon and climate-resilient metro system, which better connects passengers as part of an integrated transport system, unlocks regeneration opportunities, and enables compact growth for present and future generations, while also being designed to be responsive to future demand requirements. The Project design includes a number of sustainability initiatives in order to meet the project sustainability aims as outlined in TII’s Sustainability Implementation Plan and these are detailed in full in EIAR Chapter 4, Section 4.6.3.</p> <p>EIAR Chapter 17, Climate, focuses specifically on how the Project will mitigate and reduce carbon, including:</p> <ul style="list-style-type: none"><li>• Implement 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;</li><li>• Achieve Net Zero for operational energy by the design year, with a stretch aspiration to be close (&gt;80%) to Net Zero at start of operation through energy efficiency, innovation, green power purchases and offsetting residual emissions;</li><li>• Achieve 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;</li><li>• Requiring operations to achieve high recycling rates with an aspiration to achieve zero waste directly to landfill;</li><li>• Mitigation measures to be applied to the power operational demand as metro systems offer an immediate opportunity for reducing energy requirements. This will be achieved on the proposed Project 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).</li></ul> <p>Further, MetroLink will address transport challenges within the Greater Dublin Area, including generating a modal shift away from private car use and help Ireland meet its climate change targets in line with Climate Action Plan 2021, and make Dublin a more liveable and sustainable city.</p> |



| Submission No.                                                                                    |                                                         |          | 044                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| 2                                                                                                 | Pedestrian and Persons with Disabilities Infrastructure | 1        | <p>The Walk21 Conference on active travel this year in Dublin showed us what could be achieved regarding pedestrian infrastructure and catering for the needs of those with disabilities. Seamless pedestrian access and level access should be a priority where feasible, as well as well-designed, adequately sized and managed lifts where level changes are needed. Catering for the needs of persons with disabilities should be a key aspect of the project from the outset. Advice should be sought from disability organisations, as well as the Irish Centre for Universal Design and the Trinity Haus Project.</p> <p>1 . I welcome the new pedestrian crossing planned at the Swords Central stop and encourage a greater rollout of zebra crossings along the route, along with lower speed limits. Long and frequent pedestrian crossings are central to ensuring safety and accessibility.</p> <p>2. The notable footpath widening at Stephen’s Green East is welcome. Footpath widening must be prioritised. As a rule, half the width of a street in the city centre should be designated for pedestrian use.</p> <p>3. I am pleased to see the canopies featured in the Retained Cut Station design - offering a communal space for passengers as a meeting point.</p> <p>4. Funding provisions for pedestrian and cycling infrastructure must be integrated into the Metrolink project</p> | <p>Catering for persons with disabilities is a key requirement of the proposed Project, as set out in EIAR Chapter 6 Metrolink Operations and Maintenance, section 6.8.2 Access for All. The proposed Project has been designed on the principle of Access for All, which requires that 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). Specifically, for MetroLink, this includes station design to support wayfinding through the station, onto and use of the trains, and use of station facilities.</p> <p>To date, and as documented by EIAR Appendix A8.19 Meetings Register, a number of disability organisations have been consulted, including Fighting Blindness, National Council for the Blind of Ireland (NCBI), Irish Wheelchair Association and National Disability Authority (NDA), as well as consultation with the Irish Senior Citizens Group, residential property/landowners and resident associations, families with disabled members and the Luas User Group.</p> <p>TII has been in contact with the Irish Centre for Universal Design and the Trinity Haus Project and will continue to work with this and other bodies as the scheme progresses through the construction and operations phases.</p> <p>Thank you for the supportive comments in relation to footpath widening, new crossings and public space offered by the MetroLink stations. TII will continue to work with the local authorities and the NTA to integrate pedestrian and cycling infrastructure with the Metrolink and the wider receiving environment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 3                                                                                                 | Cycling Infrastructure                                  | 2        | <p>Metrolink must be developed in tandem with active modes of transport. The following suggestions are made for cycling infrastructure:</p> <p>1.Cycle lanes near planned metro stops should be safe and segregated from heavy traffic by planting, level changes and road markings, rather than unsightly plastic bollards.</p> <p>2. Segregation of pedestrians and cyclists will encourage active modes of transport. A place-making approach involving segregated space for pedestrians, cyclists and public transport should be implemented where possible.</p> <p>3. It is important to provide adequate cycling parking at metro-stations to meet demand, as much at grade as feasible.</p> <p>4. The cycling infrastructure on the R108 Ballymun Road should be reinstated and improved</p> <p>5. Adequate provisions should be made on Metrolink carriages for along bicycles and emobility devices along with integration to existing bike-sharing schemes across the city. The approach taken on Danish commuter trains that have bicycle storage with flip up seats that can accommodate bikes or seated passengers depending on demand should be used.</p>                                                                                                                                                                                                                                      | <p>The MetroLink Project is not being developed in isolation and 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. As outlined in EIAR 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>With regards the five particular observations:</p> <p>1. The design and delivery of cycle lanes near Metro stations will be undertaken in accordance with the relevant design standards so that they are safe to use.</p> <p>2. Where possible segregation of space has been incorporated within the design.</p> <p>3. There will be 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. Our analysis, detailed in the EIAR Appendix A4.1, Methodology for Potential Cycle Demand, indicates that the demand for cycle parking facilities at specific stations will exceed the amount of cycle parking facilities that TII can physically accommodate at each station site. Where our analysis indicates a shortfall in cycle parking spaces, TII, NTA, DCC and FCC have committed the implementation of a multi-agency approach to ensure that the required number of cycling parking spaces are provided city wide by opening year. This will be achieved through a combination of appropriately located mobility hubs, e-bike stations and cycle parking facilities to meet forecasted demand and ensure effective cycle connectivity at every station.</p> <p>4. The proposed Project includes the reinstatement of cycle infrastructure along the R108, as shown on the Railway Order Plans\Drawings, Alignment Details Book 2 of 2 Dublin City Council. The cycle infrastructure proposed is to the same standard as that proposed for the BusConnects corridor design and is therefore an improvement to the current facilities along the R108.</p> <p>5. MetroLink Station and Rolling Stock is designed to accommodate bicycle and e mobility devices. A decision as to whether in practice such devices will be allowed on to carriages is subject to the establishment of an appropriate policy in this regard. TII are aware of the advantages and disadvantages associated with allowing such devices on public transport and careful consideration is required before a policy is established, adopted and implemented.</p> |  |

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| 4                                                                                                 | Integration with other Public Transport Modes | 2        | <p>1. Metrolink provides significant opportunities to improve bus, commuter rail, Luas and DART connectivity. Each station should maximise the possibilities for inter-modal journeys with easy to follow transfers where appropriate.</p> <p>2. During the construction process, there should be constant communication and integration between the Metro project and developing proposals for other forms of public transport.</p> <p>3. It may be appropriate to put in place a public transport users group to advice on, and assist in the successful delivery of the project.</p> <p>4. It may also be appropriate to put in place a project lead member charged with the integration of transport modes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>1. As detailed in EIAR Chapter 6, MetroLink Operations and Maintenance, the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport. All operational stations will have pedestrian and cycle access, with bus stops located either adjacent to or within the site to facilitate integration with MetroLink. Interchange with Luas and rail/DART has been a key consideration for station locations, as presented in EIAR Chapter 7, Consideration of Alternatives.</p> <p>2. EIAR Chapter 30 details the cumulative impacts of interaction between other projects and MetroLink. Significant consultation has taken place to date with BusConnects and Irish Rail, among others, as detailed in EIAR Chapter 8, Consultation. TII will maintain this engagement throughout the design phase (note once designs are finalised for construction and construction is underway there will be limited opportunity for change). Through coordination with the NTA, TII will ensure communication and integration between MetroLink and developing proposals for other forms of public transport.</p> <p>3. TII support the establishment of public transport user group to advise on the successful deleivery of the proposed Project, however it will be for the NTA, with its wider public transport remit, to establish such a group.</p> <p>4. This putting in place of a project lead member charged with the integration of transport modes falls outside the remit of TII and is a matter for the NTA, with their wider public transport remit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                                                                                                 | Vehicular Infrastructure                      | 2        | <p>The Metrolink project is an opportunity for a modal shift away from car-centricity and towards public transport. As is noted in the Environment Impact Assessment Report, Inrix has ranked Dublin the fifth worst city globally for time spent in traffic. (Those these surveys tend to focus only on car-based journeys). The benefits of a modal change span from increased social cohesion, lower levels of obesity and a reduction in transport emissions. On this matter:</p> <p>1 . With much of the route following the Ballymun Road and other main arteries across the city, there is an opportunity to provide state-of-the-art walking and cycling infrastructure and redesign carriageway sections and junctions to optimise this.</p> <p>2. The scheme should provide for passengers coming from outside the Greater Dublin Area i.e. the Dublin-Belfast Corridor to alight at Donabate Railway Station and reach Estuary in a timely fashion to continue their journey with Metrolink. Increased frequency on the 33B bus service can help provide this or the provision of a new shuttle service. This could aid in reducing long-distance commutes as sprawl reaches further areas outside the existing Greater Dublin Area.</p> <p>3. The presumption must be against increased road capacity with any road maintenance or new interventions attributed to the Metrolink project possibly leading to induced demand</p> <p>4. The provision of electric vehicle charging points at the Estuary Park &amp; Ride is welcome. Electric Vehicle provision including charging and pro-cabling must exceed the requirements in the proposed AFIR Directive.</p> <p>5. Kiss-and-Ride facilities that allow car drivers to drop off intending Metro passengers should be provided for beside the proposed stations.</p> <p>6. It may be appropriate to provide for car-sharing facilities at or adjacent to the proposed stations.</p> <p>7. If Park and Ride Facilities are provided, they should form part of mixed-use transport infrastructure with frontage development and other uses at, or above the proposed parking sites as part of an urban design and place making strategy.</p> | <p>MetroLink will generate a modal shift away from private car use and help Ireland meet its climate change targets in line with Climate Action Plan 2023. In response to the specific observations made:</p> <p>1. MetroLink includes the reinstatement or improvement of walking and cycling infrastructure within the scope and remit of the Project. The BusConnects project also includes the provision of improved walking and cycling infrastructure, a redesigned carriageway, and redesigned junctions along the Ballymun Road. TII and MetroLink will liaise and integrate with the BusConnects Project.</p> <p>2. MetroLink provides for the Dublin-Belfast corridor through the Park &amp; Ride at Estuary that includes provision for interchange with bus services. As part of the ongoing service planning reviews by the NTA, the local bus services around Swords and to the north are regularly reviewed. These reviews will consider options to revise services/increase frequencies and provide new services to improve the overall public transport offering, including new and developing opportunities provided by the MetroLink project.</p> <p>3. The EIAR transport assessments show a reduction in road use with MetroLink in operation.</p> <p>4. The proposed design includes for approximately 23% of the car parking spaces (694 spaces) with EV charging points installed. This is above the minimum 20% required by current legislation. The design of the P&amp;R at Estuary will allow this provision to increase in line with demand and any further changes required with the proposed AFIR Directive.</p> <p>5. MetroLink will form part of an integrated public transport network and patrons will use the public transport network, walking and cycling to access the stations. The provision of drop-off facilities has been considered during the design process with such facilities only provided at locations that are less likely to encourage unnecessary short journey car trips in the local area.</p> <p>6. TII will consider car sharing opportunities as part of the detail design of car parking areas provided by the Project, and will liaise with the relevant local authority in relation to the potential provision of car-sharing facilities in the wider receiving environment.</p> <p>7. The proposed Park &amp; Ride and Estuary Station have been designed to facilitate connection to the zoned Metro Economic Corridor lands to the west and north at Lissenhall and incorporate appropriate hard and soft landscaping. The Station will form a destination node for the future residents and workers in the area, centred on the station entrance. Access to the Station is provided for vehicles, buses and for pedestrians and cyclists. Pedestrian and cyclist access is segregated from vehicular traffic routes to the station and Park &amp; Ride building to provide safe and conducive access. The Park &amp; Ride building is set back from the Swords Western Distributor Road and a landscape strategy has been developed to soften the visual impact of the building when viewed from the north. TII are therefore of the view that the structure will provide an appropriate frontage development to the Lissenhall lands along the section of the Swords Western Distributor Road included in the proposed Project.</p> |

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| 6                                                                                                 | Spatial Planning and Land Use | 3        | <p>The Metrolink allows us to envisage a Dublin well connected by active / sustainable travel modes - fostering an appropriate environment for transit-oriented development of medium to high density. The following is proposed:</p> <p>1. Improved land-use strategies around Metrolink stops to reduce long-distance travel journeys should be a priority, with much potential for the development of new housing in the North Inner City in particular. A place-sensitive approach to higher density, well-designed development is required.</p> <p>2. Operate under a presumption of at least six-floor height at well-served locations, as it is wasteful to allow one-storey developments along a quality route such as this. The airspace above stations should be utilised for development.</p> <p>3. It may be appropriate to develop over stations using the 'air rights' associated with same as these stations by design will be well-served by public transport.</p> <p>4. In new developments, adequate green, open or wild space should be an integral part of any scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>1. Metrolink has been developed to support the principles of transit-oriented development and to facilitate the development of higher-density, well-connected places at each of the station locations. The delivery of MetroLink provides an impetus to the introduction of future land-use and transport policies, by Fingal County Council and Dublin City Council, that respond to the enhanced accessibility and potential capacity of the areas in its vicinity. The comments made regards housing strategies are noted and understood but fall outside of the remit of TII and are a matter for the Local Authority.</p> <p>2&amp;3. Opportunities for oversite development and adjacent site development potentially exist at a number of key scheme locations. Whilst such development does not form part of this Railway Order Application, TII are in consultation with a number of parties directly affected by the works who have expressed interest in promoting such future developments of residual properties at these locations.</p> <p>4. The design of the stations allows for soil and growth substrate above the infrastructure so that planting can be considered and implemented as part of the proposed Project. This planting ranges from large mature trees to blocks of shrub planting and SuDS (Sustainable Drainage Systems) elements as part of the design. The individual identity of each station is enhanced and defined by a feature tree or a feature group of trees and the nature of the associated planting. The planting palette is inspired by its setting in the landscape, for example by the nearby estuary and coastal planting.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                                                                                                 | Other Issues                  | 3        | <p>Beyond these five overarching themes, some other issues arise</p> <p>1. I hope that in the outlined plan to reduce carbon emissions during the Construction Phase of the project that there will be a move to specify green, low-carbon concrete</p> <p>2. I am pleased to see the emphasis on integration with the built environment - hoping that lessons have been learnt from the garish 'Luashenge' phenomenon of unplanned utility boxes. I note the integration of the Albert Park air duct in particular and hope this approach will feature elsewhere. Utility cabinets should be considered from the offset and fully integrated into the design.</p> <p>3. There should be a concerted move away from the excessive signage seen on the Luas Red Line - as seen particularly between the Four Courts and Jervis Street stops.</p> <p>4. Lighting should be sensitively designed, and should be designed to ensure the safety of all, particularly women and girls. It should also ensure that light is not projected upwards to avoid interference with the 'night sky' and should decrease in brightness later at night if there are no people present.</p> <p>5. Operating hours seem to exclude 1am to 5:30am. To ensure a thriving night-time economy and reflecting the progress made by Minister Catherine Martin on the matter, services should be provided on a 24 hour / 7 days a week / 365 days a year basis.</p> <p>6. The range of active mobility and sustainability challenges present are such that one individual should be assigned responsibility for climate action and to whom concerns can be brought. Given the building activity due to commence, better use of our existing assets is the most environmentally friendly approach. Where existing infrastructure can be repurposed or retrofitted, it should be done.</p> | <p>In response to the observations made:</p> <p>1. TII will implement a whole-life Carbon Management Plan aligned to PAS 2080 (Green Construction Board 2016) to inform the detailed design, build and operation of MetroLink. The use of low carbon concrete as well as other low carbon materials and products will be a key consideration which will inform the development of all procurement documents and tender requirememts.</p> <p>2. Integration with the existing urban environment is a key objective of the architectural design, that not only considers the proposed MetroLink structures as a whole, but also individual items such as lifts (passenger and fire fighting) and surface penetrations to accommodate ventilation. Your particular comment regards utility cabinets is noted and TII provide the assurance that the architectural design is designed to minimise the impact on the existing urban realm.</p> <p>3. Signage will be consistent across the proposed Project and fit-for-purpose whilst also being cognisant of its environment. There is a balance to be struck with how signage is integrated with the existing urban realm whilst also providing clear and sufficient wayfinding to stations. This balance will be carefully considered during the detailed design phase.</p> <p>4. EIAR Chapter 4, Description of the MetroLink Project, section 4.12.8.3 explains the approach taken to lighting, including that "The additional benefit of LED compared to traditional light sources is the enhanced control of light spill and reduced direct upward light, which helps reduce light spill beyond the roads and pedestrian areas wherever possible in compliance with the Institute of Lighting Profession GN01 Guidance Notes for the Reduction of Obtrusive Light document". With regards to the wider issue of security, this is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance, section 6.6.5.8, including 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.</p> <p>5. As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, section 6.4.3, "It is anticipated that services will operate between 05:30 and 00:30, every day". At this time there is no economic justification for a service running 24 hours day, 7 days a week, however as with any transport system, the future development and needs for serving the Dublin population may change in time, and this would be considered if such a situation arose requiring extended MetroLink operating hours.</p> <p>6. Post receipt of an enforceable railway order, TII will establish a lead represenative within the project team which will be tasked with ensuring besdt practice and compliance with active mobility. sustainailty and Client Action. A key objective of the MetroLink delivery, and which is reflected by the submitted EIAR, is the management of environmental impacts and their mitigation, which will also include the modification, adaptation and repurposing of existing infrastructure where practicable. 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| 1                                                                                                                                                         | Letter       | 1        | <p>I would like to register my strong opposition to the proposed MetroLink route through/under The Court Apartments, Dalcassian Downs, Dublin 11, where I live.</p> <p>The proposed MetroLink route will take the green area/car park of The Court Apartments. This area will become a construction site. The proximity of this construction site to the apartments, especially block 19-30, will cause significant disruption to the residents of The Court. There will be significant levels of noise and dust that will affect the residents of The Court Apartments, in addition hoardings will be put up that will block light from these apartments, especially those apartments situated on the ground floor, including the apartment I live in. There are also plans for large tanks or silos to be placed in the construction site which will further block light from the apartments.</p> <p>The proximity of the building site to The Court Apartments will make it difficult to tolerate living in many of the apartments affected by the proposed construction, including where I live. In particular it is reasonable to assume that the noise levels, lack of light and dust will have a negative effect on the health and well-being of those living in The Court Apartments. I am concerned that it will negatively impact the mental health and respiratory health of inhabitants in particular. I am also concerned about the effect of the building site on air quality within and around the apartments.</p> | <p>TII thank you for your submission and acknowledge that there will undoubtedly be impacts on the residents of The Court Apartments, Dalcassian Downs, due to the proximity of the Glasnevin Station to these properties.</p> <p>Noise and Light<br/>EIAR Appendix 14.5 Groundborne Noise and Vibration and Blasting Results presents the predicted noise and vibration levels during TBM Passage for various sensitive receptors. The predicted groundborne noise during TBM passage beneath the building 19-36 The Court Apartments is 49 dB LASmax, which is above the Threshold Level of 45 dB, resulting in a significant impact for occupants for the limited duration of TBM passage. The predicted groundborne vibration during TBM passage beneath the building 19-36 The Court Apartments is 0.263 ms-1.75 VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) which is below the threshold of 0.8 ms-1.75 VDV for sensitive uses such as residential buildings. There is therefore no significant impact for groundborne vibration expected at this location.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source, but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> <p>EIAR Chapter 13, Airborne Noise and Vibration includes an assessment of airborne noise and vibration from the construction of nearby Glasnevin Station. Chapter 13 presents the predicted airborne noise impacts, including Table 13.62 which summarizes the noise impacts from the construction of Glasnevin Station. This includes receptor The Court Apartments, Dalcassian Downs in the location of this plot of land where the predicted impact is Significant to Very Significant impact during each of the work phases.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> <p>As identified in EIAR Chapter 13 (Airborne Noise&amp; Vibration), the key principals relating to noise mitigation will be applied across all construction areas for the proposed Project (including where noise levels are exceeded at Dalcassian Downs):<br/>* Noise control at Source: Selection of quiet plant, site layout, attenuation at source, operational control (hours and periods);<br/>* Noise Control along Pathway: Localized screening to plant items on site, enclosures, site buildings, site hoarding and noise barriers; and<br/>* Noise Control at Receiver: Noise Insulation (NI) and Temporary Rehousing (TRH).</p> <p>It is acknowledged that the proximity of hoardings, and presence of construction vehicles on site will have the effect of reducing light to these properties and as such TII will be engaging with the owners and occupiers of the effected properties to arrive at appropriate alternative arrangements to mitigate these construction phase effects.</p> |

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|                                                                                                                                                           |              |          | (1) continued                                                       | <p>Dust and Air Quality</p> <p>The TII Guidance document 'Guidelines for the Treatment of Air Quality During the Planning and Construction of NAtional Road Schemes' (TII, 2011) details the methodology for determining air quality impact significance criteria for road schemes in Ireland. The significance criteria are based on PM10 and NO2 as these pollutants are most likely to exceed the annual mean limit values (40µg/m3). However, the criteria have also been applied to the predicted annual PM2.5 concentrations for the purpose of this assessment.</p> <p>In order to ensure that no dust nuisance occurs, a series of measures will be implemented, these have been detailed in Appendix A16.4 Dust Management Plan (associated with Chapter 16 Air Quality). In summary, the measures which will be implemented will include:</p> <ul style="list-style-type: none"><li>* Material handling systems and site stockpiling of materials will be designed and laid out to minimize exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>* Any blasting will be completed by specialized contractors with a specific blasting dust management plan;</li><li>* Liaison with local authorities and community groups;</li><li>* Hoarding will be provided around the construction compounds; and</li><li>* It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li></ul> <p>In terms of dust generation there is potential for significant dust generation at Glasnevin as outlined in Table 16.44 of Chapter 16 (Air Quality), if not mitigated. However Section 16.6.1 of Chapter 16 (Air Quality) and the Construction Environmental Management Plan outlines measures that will be undertaken to manage the effects of the generation dust. Consistent implementation of good dust mitigation practices will ensure that the impact from construction dust is not significant. The measures include the preparation of an Air Quality Management Plan for eah worksite. The plans will include an inventory and timetable of activities which may give rise to emissions or dust; alert levels; alert system to be used (including notification process); details of control measures; details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and, details of the air quality reporting requirements.</p> <p>Human Health</p> <p>Potential impacts to Human Health are presented in Chapter 10 of the EIAR. The Construction Phase of the Air Quality assessment, as detailed in Chapter 16 (Air Quality), identifies a generally negligible or slight negative impact on air quality in the vicinity of the proposed project during the Construction Phase post mitigation. No exceedances of air quality standards are predicted, therefore, no significant adverse human health impacts are predicted. Sensitive receptors such as Mater Hospital, Northwood Nursing Home, Tara Winthrop Clinic and DCC Assisted Living have been assessed in recognition of the presence of vulnerable patients who may have decreased immune systems. At Mater Hospital, High Efficiency Particulate Air filters are present on windows and ventilation systems, and therefore in addition to the construction mitigation measures outlined above in relation to air quality, it is not anticipated that there will be any impact on human health as a result of the construction activity. Similarly, it is not anticipated that there will be any human health impact at the other identifed sensitve receptors.</p> <p>As detailed in Chapter 10 (Human Health), human psychological impacts are very complex and not easily predicted. There is no simple methodology to predict effects in groups of people, often the most efficient way of predicting future psychological impacts is by looking at what has happened in similar projects. One relevant example is the recent construction of the Elizabeth Line in London. A Pubmed search was conducted to determine if this project was associated with adverse psycological impacts and there is no publication suggesting that this is the case. Potential psychological effects are not equally distributed, and must be balanced against the positive psycholoical impacts of teh Operational Phase and the benefits and convenience to residents of the area given the proximity to the proposed MetroLink stations. Whilst there is a traffic management plan proposed for the Construction Phase (with the proposed temporary traffic management measures assessed in Appendix A9.5 Scheme Traffic Management Plan), there may be delays in what are already busy streets and roads as outlined in Chapter 9 (Traffic &amp; Transport). This may lead to annoyance in some drivers which may precipitate complaints. However, annoyance is not in itself a human health effect. On balance there is no reason to predict significant adverse effects on human health from a psychological perspective.</p> |



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| Item No.                                                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2                                                                                                                                                         | Letter       | 1        | <p>In addition, the loss of the car park and green area (lawn and trees) will affect the quality of life of those living in the apartments. The green area is a community space where people relax and socialize, in particular over the summer months. The loss of this space is not to be underestimated.</p> <p>In summary, due to loss of light, noise and air pollutant levels, loss of our green space and car park, I am strongly opposed to the proposed MetroLink route as pertains to The Court Apartments, Dalcassian Downs.</p> | <p>As stated in Chapter 27 (The Landscape) the largest part of the open space and car park attached to the southern end of the Dalcassian Downs residential estate, will be part of the construction works area and the majority of the existing mature trees and shrubs will be removed as part of the works.</p> <p>It is acknowledged that reducing parking within areas of the estate will mean that people may need to walk further from their cars to their apartments.TII are working with DCC to identify alternative car parking spaces and will continue to liaise with residents.</p> <p>During construction of the proposed Project, a total of 23.46ha of open space lies within the Project Boundary of which 11.77ha will be acquired temporarily to accommodate construction compounds and construction activities (including enabling works, demolition, excavations, traffic diversions, station and route construction as well as tunnelling). It is recognised that the green space at Dalcassian Downs is a community space, however, there will be approximately 533 ha of remaining green space available within the Study Area which may be used an alternative during this period. The impact on open space is therefore considered to be a negative, slight, medium-term impact at the regional and local level during construction of the proposed Project.</p> <p>Please refer to response item (1) above in relation to the predicted impacts on light, noise and dust/air quality at The Court Apartments, Dalcassian Downs as a result of the construction of the Glasnevin Station.</p> |



| Submission No.                                                                     |                               |          | 046                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                    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| Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 |                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                    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| 1                                                                                  | Observations of CLG Na Fianna | 3        | <p>The works on the St Mobhi Road site will severely impact on local residents and a number of active sporting and educational institutions including Na Fianna, Scoil Mobhí, Scoil Chaitríona and Whitehall College. Recognising the intensity of use of the site and its impact on such large numbers of users we suggest that a condition of the granting of the RPO should stipulate that the full traffic and health and safety plans for this site are prepared in conjunction with the stakeholders in the direct vicinity. The stakeholder group should include a representative of each educational institution, each sporting group and a residents representative.</p> | <p>The concern regarding works on the St Mobhi Road site are understood. The EIAR has fully assessed the potential impacts on the local population in the area of Mobhi Road, as summarised below:</p> <p>Chapter 9 - traffic and transport impact assessment and proposed mitigation measures. Section 9.7.1.2 includes for a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestions is minimised. The Plan will include measures such as the establishment of Local Community forums which will cover areas local to each station where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Chapter 10 - human health impact assessment and proposed mitigation measures. This chapter has identified that on the implementation of mitigation measures as summarised here, the works may cause annoyance, but no residual effect on health is predicted.</p> <p>Chapter 13 - airborne noise and vibration impact assessment and proposed mitigation measures. The Construction Environmental Management Plan (CEMP) (EIAR Appendix A5.1), outlines the measures that will be implemented to manage noise and vibration during the construction phase, including:</p> <p>oNoise control at Source: Selection of quiet plant, site layout optimisation, attenuation at source, operational control (hours and periods); and</p> <p>oNoise Control along Pathway: Localised screening to plant items on site, enclosures, site buildings, site hoarding and noise barriers.</p> <p>Chapter 16 - dust and other air quality emissions impact assessment and proposed mitigation measures. The potential risk from dust emissions has been reviewed for the critical activities at each of the construction areas. The CEMP (EIAR Appendix A5.1) will be used to manage the construction phase dust emissions. In addition, before commencing works, an Air Quality Management Plan shall be prepared and submitted in advance to the relevant planning authority. The plan will include all appropriate dust and emissions mitigation measures including for asbestos and aspergillus, applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the Contractor and for each worksite shall include:</p> <p>oAn inventory and timetable of activities which may give rise to emissions or dust;</p> <p>oAlert levels and system to be used (including notification process);</p> <p>oDetails of control measures;</p> <p>oDetails of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</p> <p>oDetails of the air quality reporting requirements.</p> <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"><li>•Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>•Liaison with local authorities and community groups;</li><li>•Hoarding will be provided around the construction compounds; and</li><li>•It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li></ul> <p>As outlined in EIAR Chapter 8 (Consultation), consultation will continue throughout the construction period to ensure that the public, stakeholders and interested bodies are informed of progress on the construction of the proposed Project and to allow for members of the public to correspond with the project team. TII will maintain engagement with relevant stakeholders at this location during the process of finalising temporary traffic management plans and relevant sections of the health and safety management plan.</p> |

| Submission No.                                                                     |                               |          | 046                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 |                               |          |                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2                                                                                  | Observations of CLG Na Fianna | 3        | Prior to construction a process of monitoring and dealing with issues arising should be agreed. In the event of recurring breaches of safety/traffic plans a process should be agreed for an independent form of adjudication to deal with any substantive unresolved issues encountered during construction. | <p>TII will ensure that process and procedures are in place so that the risk of a breach is minimised. All potential environmental impacts will be monitored to ensure they remain within the stipulated limits of the granted Railway Order. Typically, monitoring will comprise of a "traffic light" systems of trigger levels that will provide a warning should trends be indicating a possible breach of Railway Order limits. A Monitoring Action Plan (MAP) will set out predetermined actions should a trigger be reached that will minimise the risk of Railway Order specified limits being breached. In the event of a breach, an investigation will be undertaken, and lessons learnt acted upon to avoid a repeat. Any breach of safety will be taken extremely seriously, and for which a temporary stand down will be safely implemented until such a time it is deemed work can safely resume.</p> <p>As outlined in the EIAR and summarised by Response (1) above, a number of mitigation measures will be implemented in order to reduce the impacts of the construction phase.</p> <p>All temporary traffic management plans will be developed and reviewed by the Scheme Traffic Management Coordinator in advance of implementation. All temporary traffic management schemes will be monitored on a daily basis to ensure compliance. Significant non compliance with an approved temporary traffic management scheme will result in the suspension of works until such time that the scheme is brought into compliance.</p> <p>All safety accidents and incidents will be dealt with in accordance with the Safety, Health and Welfare Act 2005, the Safety, Health and Welfare at Work (General Application) Regulations 2016 and the project's Health and Safety Management System, and the HSA notified accordingly and as such TII do not see the requirement for independent adjudication in respect of Safety/Traffic management plans.</p> |
| 3                                                                                  | Observations of CLG Na Fianna | 3        | In addition to the site works on St Mobhí Road we wish to clarify that the construction works as outlined in the RPO will not disrupt the use of public facilities enjoyed by Na Fianna in the public park of Albert College.                                                                                 | <p>In order to ensure full functionality of the facility during the construction phase some of the pitches have been slightly relocated and realigned within the existing confines of Albert College Park to avoid any loss of amenity, for details see Railway Order Plans\Drawings, Alignment Details Book2 of 2, Dublin City Council, Plan Drawing Nos ML-RO 304 F-G and ML-RO 304 G-H. Works to the pitches will be carried out in agreement with the stakeholders concerned so as to minimise any disruption to sporting fixtures.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                                                                                  | Observations of CLG Na Fianna | 3        | In relation to the site of Collinstown Lane - we wish to ensure that all enabling works are conducted in such a manner as to minimise impact on the community based activities on this site.                                                                                                                  | <p>As identified in Chapter 11 (Population and Land Use), the pitches currently being used by CLG Na Fianna would be modified to accommodate the requirement to divert the existing open drain/river to the south of the grounds, which will result in the loss of land and impact one existing pitch. To mitigate this impact, this pitch will be rotated by 90°. The existing juvenile pitch will be relocated to the south west of the site and made larger.</p> <p>TII will continue to engage with DAA and CLG Na Fianna throughout the works so as to ensure that disruption to playing and training activities is minimised. It should be noted that the playing facilities will be enhanced through provision of additional pitch draining and flood lighting.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                                                  |              |          | 047                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Observation on a Strategic Infrastructure Development Application - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                                                               | 5. Grounds   | 3        | I would like to make an observation regarding the siting of the St. Stephens Green Station: namely the cut and cover works for the station location, as the project does not seem to have balanced the full range of factors that should have been taken into account. It is troubling that any part of Dublin’s best loved park could ever be considered as suitable for a major cut and cover project for the station while alongside lies an adjacent wide roadway (St. Stephens Green East) with capacity for the station, its entrances and structures, allowing for a successful and complete re-instatement after the works. | <p>TII wish to thank you for your submission, and acknowledge your concerns around the protection of St. Stephen's Green. Appendix A7.3 St. Stephen's Green Report presents the alternative station locations that were considered and assessed as part of the decision-making process. Following the identification of St. Stephen's Green East as the best general location for a MetroLink station, a further multi-disciplinary analysis was undertaken to identify the optimum location for a station at St. Stephen's Green East having regard to Engineering, Environmental and Economy criteria. Seven potential locations were assessed having regard to the importance of St. Stephen's Green Park as an historical public park, the architectural heritage of the area, the importance of the transport corridor on St. Stephen's Green East, the presence of multiple utilities underneath the roadway on St. Stephen's Green East, and the requirement for an intervention shaft between the St. Stephen's Green Station and Tara Street in the event that the distance between these stations is greater than 1,000m.</p> <p>The long term impacts on St. Stephen's Green Park are significantly less for Location 5 as the main surface elements of the proposed station are largely located outside of the current extent of St. Stephen's Green Park. Furthermore, the preferred location allows for the long-term impacts of the station to be significantly mitigated by replanting trees and other vegetation, and the reinstatement of existing elements of architectural heritage. The overall construction phase impacts are reduced by avoiding the requirement for an intervention shaft, significant utility diversions and retaining transport and traffic movements on St. Stephen's Green East during the construction phase.</p> |
| 2                                                                                                                                               | 5. Grounds   | 3        | While the potential of the proposal is positive in its increased ease of access to St Stephens Green and potential for urban upgrades associated with the works, it throws this opportunity away by not sufficiently acknowledging how outstanding the urban purlieus of this corner of Dublin actually is.                                                                                                                                                                                                                                                                                                                         | <p>Please refer to response item (1) above in relation to the identification of the preferred station location.</p> <p>TII disagree with the statement regarding sufficient acknowledgement. Chapter 27 (The Landscape) of the EIAR considers the landscape and visual impact of the project and outlines the significance of St Stephen's Green. The proposals for the Project aim to reinstate the existing landscape faithfully as far as is practicable within the constraints which are known to apply. It is feasible to do this, however, as has been set out, it is not feasible to imbue the replacement planting with the level of maturity, the ‘weight’ or the ‘volume’ of the existing tree planting which needs to be removed. This aspect of this approach to restoration of the Park edge will take time. It may be acknowledged that the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of ‘the Green’, however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3                                                                                                                                               | 5. Grounds   | 3        | It’s an architecturally ingenious park entrance as much as a sculpture, uncluttered and spare, it is a dignified set piece read against the greenery and huge tree canopies behind. That is a successful urban composition. There is really nothing convincing in its proposed re-located position, rendered impotent of function and pushed back out of the way.                                                                                                                                                                                                                                                                   | <p>With regard to the architectural significance of the entrance, Chapter 25 (Archaeology &amp; Cultural Heritage) of the EIAR identifies that any negative impacts would be offset by an improvement to the current setting and appreciation of the Wolfe Tone monument. The monument would be relocated further into the park, retaining the monument’s historic setting and allowing greater and safer appreciation of the monument as a sculpture, rather than as a barrier. The existing railings and footpath floor finishes will also be preserved. Following mitigation, Chapter 26 (Architectural Heritage) of the EIAR states that “There will be no direct or indirect impacts on architectural heritage during Operational Phase in this section of the study area”.</p> <p>To ensure mitigation is appropriate, the contractor(s) will appoint Consultant Conservation Architects to implement required preservation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                  |              |          | 047                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 4                                                                                                                                               | 5. Grounds   | 4        | In the planning report seven options are considered for this station and then in varying degrees dismissed for practical reasons. The impression given is that in certain circumstances anticipated construction problems for Metrolink are more importantly avoided than detailed consideration of the final urban outcome                                                                                                                                                                                                                                                                                                           | <p>Please refer to response item (1) in relation to the identification of the preferred location, supported by Appendix A7.3 St. Stephen's Green Report.</p> <p>The decision to locate St Stephen's Green station box at the preferred location has considered Engineering and Environmental factors, as well as Economy criteria. However, following concerns raised by the Office of Public Work and the Department of Culture Heritage and the Gaeltacht (DCHG)) with regard to potential for direct impacts on St Stephen’s Green, TII undertook further analysis to identify the feasibility of constructing a station fully located outside of the area of St Stephen’s Green Park.</p> <p>The summary of the options considered and analysed for the location of St. Stephens Green station box together with reference to supporting reports are available in Chapter 7: Consideration of Alternatives, section 7.7.10.10 St Stephen’s Green and supporting appendices.</p> <p>The key findings of the analysis completed were that Station Location 5 (the proposed location) remained the preferred station location for the following reasons:</p> <ul style="list-style-type: none"><li>* A station located entirely outside of St Stephen’s Green Park would cost 67% more to build than the preferred station location;</li><li>* The complexity of the alternative construction methodology and the necessity to carry out extensive utility diversions would increase the overall construction programme of between 15 months and 27 months when compared to the preferred station location;</li><li>* The proximity of buildings to the construction area for the option wholly within St Stephen’s Green East would make it very likely that these buildings would need to be vacated for much of the construction period. This would not be required for the preferred station location;</li><li>* The station location wholly within St Stephen’s Green East will require the diversion of a significant number of critical utilities including a major Victorian sewer and a major ESB cable route. This diversion work would result in extensive disruption to services while this work will be undertaken. This disruption would be largely avoided by progressing with the preferred station location;</li><li>* The closure of St Stephens Green East and Hume Street during the Construction Phase would require the diversion of traffic, pedestrians and public transport for a number of years. These impacts would be avoided by progressing with the preferred station location;</li></ul> <p>TII consider that the above factors, combined with the mitigation proposed for the impacts on architectural and landscape importance, demonstrate that a number of considerations have contributed to the decision making around location of the station box.</p> |
| 5                                                                                                                                               | 5. Grounds   | 4        | These are not insurmountable issues and the protected structure reason highly questionable. It just seems that it is never stated how important St. Stephens Green is, although perhaps this would take up an entire volume and in arguing that a little damage at one side is really nothing. A well-presented section should be provided by the applicant to include the east side from the houses and basements westwards through the park boundary, showing the entire width of the wide road and double pavement outside the park which would really be a telling drawing to combat the main concerns for pushing into the park. | Please refer to response item (4) above in relation to the decision on the location of the St Stephen's Green Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                  |              |          | 047                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                                          |              |          | Colin Torpay (4 Mary's Abbey, Dublin 7) (Observer form)                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                                        | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Observation on a Strategic Infrastructure Development Application - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6                                                                                                                                               | 5. Grounds   | 5        | The felling of trees for such projects is usually understated and in a “cut and cover” project, there are overhanging branches and adjoining roots of retained trees impacted so the neat little box is rarely the actual damage zone.                                                                                                                                                                                                                                                                                   | <p>Please refer to response item (2) in relation to the proposed mitigations to landscape, visual impacts, architectural heritage.</p> <p>Mitigation measures will be implemented during construction and operation to minimise the effects of habitat loss and habitat degradation on biodiversity including trees and their root structures. These mitigation measures can be seen in Sections 15.5.1.2 and 15.5.2.2 of Chapter 15 (Biodiversity).</p> <p>TII acknowledge the importance of the landscape and sense of place with regard to St Stephen's Green Park. Chapter 27 (The Landscape) details that once the reinstatement works are completed the negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible.</p> <p>However, the mitigation proposed ensures the station box will be deep enough to guarantee the relocation of trees above, integrating the station with the park setting over time. The preferred station location will have an impact on approximately 5% of the area of St Stephen’s Green during the Construction Phase, however once the station is constructed, with the reinstatement of all railings, monuments, street furniture and paving stones, only 0.21% of the park area will be directly impacted. And as stated above, The contractor(s) will appoint Consultant Conservation Architects to implement required preservation of in situ works.</p> |
| 7                                                                                                                                               | 5. Grounds   | 5        | Changes to hydrology locally can be detrimental to mature trees.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>All stations feature surface drainage systems which are sustainable. Wherever possible surface drainage is conducted to swales/infiltration trenches (as appropriate) which are also integrated into the soft landscape proposals, the impact on mature trees has been considered.</p> <p>Further information in relation to Hydrology and Hydrogeology impacts and assessments is available in Chapter 19 Hydrogeology, specifically section 19.5.3 Construction Phase Impact Assessment and section 19.5.4 Operational Phase Impact Assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                                                                                                                                               | 5. Grounds   | 5        | The imbalance to the composition of the canopy within the park will be a very damaging outcome, it will be an obvious visual and ecological negative and one that can only recover over generations.                                                                                                                                                                                                                                                                                                                     | Please refer to response item (6) above in relation to the mitigations proposed for landscape, visual impacts and biodiversity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9                                                                                                                                               | 5. Grounds   | 5        | The park is regular on plan and in every way as one looks at it, so it has to become clear in the future to anybody looking to admire it or if walking through it, that some traumatic negative event has occurred to unbalance the beautiful composition.                                                                                                                                                                                                                                                               | Please refer to response item (6) above in relation to the mitigations proposed for landscape, visual impacts and biodiversity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10                                                                                                                                              | 5. Grounds   | 5        | The tree canopy cover exceeds its boundary, offering canopy covered sidewalks externally alongside the outer rows of limes and at every season one is stuck by how lucky we are to inherit such a place. While the buildings are more intact and regular on the east side of the green than any other, the significance of its canopy reading as a beautiful counterpoint and balance to them is even more intensely experienced, a sublime effect that could be lost for generations if current preoccupations prevail. | Please refer to response item (6) above in relation to the mitigations proposed for landscape, visual impacts and biodiversity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                                                |                                                                                  |          | 048                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                        |                                                                                  |          | College and Wainsfort Residents Association                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                             | Statement                                                                        | 1        | The College and Wainsfort Residents Association submission wholly relates to that portion of the proposed Metro Link beyond the station located at St Stephen's Green East. For the avoidance of any doubt we are fully supportive of the project from Estuary to St Stephen's Green, which we consider is long overdue.                                                                                                                                                                                                                                                                                                                        | TII notes and appreciates the observer's overall endorsement of the MetroLink Project with the exception of the section of the alignment south of the proposed St Stephen's Green Station. We have reviewed the observer's submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                                                                                                             | Submission                                                                       | 2        | We submit that Bord Pleanala should defer the authorisation of the section of MetroLink beyond the St Stephen's Green station, other than to create a turning section similar in length to that which is currently proposed for Manders Terrace. Reasons as follows:<br><br>1 . Failure to consider an alternative routing of the terminus notably towards Rathmines.<br>2. Limitations of Charlemont terminus for radial extensions onwards to south city.<br>3. Potential Environmental benefits for south city consequential from pause for exploration of alternative extension route.<br>4. Poor access to Charlemont from Rathmines Road. | Please refer to responses (3) to (7) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3                                                                                                             | 1. Failure to consider an alternative routing of the terminus towards Rathmines: | 2        | We would submit that the Rathmines or Portobello area would be a far more suitable location for a terminus but TII has wholly failed to consider this. This became relevant once the destination for a southern terminus was to be in or in the vicinity of the south inner city, rather than Sandyford.                                                                                                                                                                                                                                                                                                                                        | <p>The reasons for proposing a station at Charlemont are explained below.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to the Metro with a Metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, a MetroLink which terminates at Charlemont allows for the possible extension of the Metro in all the above directions.</p> <p>The proximity of the Metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and the Metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont Station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont Station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> |



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| 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |              |
|                                                                                                               |                                                                                    |          | (3) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the Metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>TII would further note that the GDA Transport Strategy 2022-2042 (published in January 2023), section 12.3.8 Additional Luas Lines Post-2042, states that the analysis undertaken for the Transport Strategy indicates that a number of corridors in the GDA will, in the longer term, generate travel demand above that which can be catered for by higher capacity bus systems and are likely to require upgrading to light rail in the period after 2042. The planning and design work associated with this longer term framework can commence during the strategy period.</p> <p>Future Metro services to the south of Charlemont do not form part of the Metrolink scheme as presented under the Railway Order. TII's role is to deliver Metrolink as supported by the Transport Strategy for Greater Dublin Area (2022-2042) and Dublin City Development Plan 2022-2028. The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy. The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the southwest, south or southeast of the city region should sufficient demand arise."</p> |              |
| 4                                                                                                             | 1. Failure to consider an alternative routing of the terminus towards Rathmines:   | 2        | <p>Rathmines Road under BusConnects will have four 'A' services and a number 80, 81 and 82 with an aggregate frequency of 33 per hour peak time in each direction. A terminus for MetroLink in Rathmines or Portobello would offer superb bus connectivity and would connect much of the south west city.</p> <p>We note that in the context of the preparation of the Greater Dublin Area Transport Plan 2022-2042, the National Transport Authority did a feasibility study entitled Metro to Knocklyon. We don't regard this as having been, in any way, adequate to fully assess the matter.</p> <p>We would request that a proper/comprehensive feasibility study be done to assess the options for the south west city.</p> <p>We do not believe that any progress can be made in assessing the alternative option unless a proper assessment of metro to the south west city is done.</p>                                                                                                 | <p>The reasons for proposing a station at Charlemont are explained by response (3) above, including why a station is not preferred at Portobello, Rathmines or Harold's Cross.</p> <p>It is also of note that the proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which it states that the south city terminus at Charlemont offers the optimal location for interchange with the Luas Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future Metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> <p>The NTA feasibility study referred to does not form part of this Railway Order Application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |              |
| 5                                                                                                             | 2. Limitations of Charlemont terminus for radial extensions onwards to south city. | 3        | <p>It would seem, that the longer term intent is, that the MetroLink line be extended into the south city area. There are statements on this by various persons including NTA senior executives and the Minister. There are three alternatives posed:</p> <p>a. South west city towards Tallaght,</p> <p>b. Continuing on the existing Luas line or</p> <p>c. Heading south east towards UCD and Sandyford.</p> <p>We believe that if the tunnel is bored as far as Manders Terrace, this seriously compromises the ability for an extension to serve important communities.</p> <p>In particular we find it difficult to see how MetroLink could be extended to include relatively inner city suburbs such as Portobello, Lr. Rathmines, and Harold's Cross.</p> <p>We would submit that proper planning requires a proper evaluation of the options for extension and that it is not consistent with proper planning to permit a station at Charlemont which would compromise the options.</p> | Please refer to response (4) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |              |

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| Item No.                                                                                                      | Section Ref.                                                                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 6                                                                                                             | 3. Potential Environmental benefits for south city from pause for explaoration of alternative extension route. | 3        | <p>We believe that a metro extension would result in huge environmental benefits. In the area we live in which is not well served by buses the opportunity to have a metro close by would allow people to use a metro link passing close by would allow people to use a metro to get to the city and further northside without having to use their cars and in a timely manner.</p> <p>There is a push to take cars away from the centre but if the bus service is inadequate and we have seen many issues with ghost buses a metrolink would give people more guaranteed mode of transport and also much quicker than any bus service. The environmental impact of less cars on the road is what governments want to achieve.</p> <p>Our area will become a rat run for cars if the Templeogue Rd effectively become bus only.</p> <p>By extending MetroLink out towards Tallaght and outlying areas it would also mean less cars heading into our area for rat runs to get into Terenure .</p> <p>At certain times of the day there is gridlock in the Wainsfort area and this is before the proposed bus connects route which will make it even worse. The number of roads that cars can use to access Terenure will be reduced substantially and even with the new proposed bus corridors there won't be enough capacity to take all the extra passengers .</p> <p>If the powers that be want to be serious to reduce cars and therefore emissions then a Metro Link to the Southside to include Rathmines, Terenure, Templeogue, Knocklyon, Firhouse and parts of Tallaght has to be considered and a proper feasibility study should be undertaken before permission is granted to go past St Stephens Green.</p> | <p>As noted by the responses above and in accordance with the GDA Transport Strategy 2022-2042 (published in January 2023) a future Metro extension south is not precluded.</p> <p>The reasons for proposing a station at Charlemont are explained by response (3), including why the proposed line should be extended beyond St Stephen's Green.</p> <p>TII would also note (EIAR Chapter 3), MetroLink will divert 6.8 million car trips per annum in the early years, growing to 12 million per annum by 2045.</p> <p>As referred to in response (3) above, the future extentions to Metro services do not form part of this Railway Order Application.</p>                                                                               |  |
| 7                                                                                                             | 4. Poor access to Charlemont from Rathmines Road.                                                              | 4        | <p>As we note above there will be numerous buses (33 per hour peak in each direction) on Rathmines Road once BusConnects is implemented. Therefore, we think it is very likely that a lot of passengers will alight at Portobello Bridge and walk across to the MetroLink, particularly if they want to access parts of the North city or the airport, quite likely with luggage.</p> <p>There is no thought given in the TII plans to the route such people will walk/take, but we suspect it would be on both sides of Canal Road and Grand Parade. The Railway Order plan contains no proposals for a proper infrastructure to facilitate this.</p> <p>However, the most obvious solution to this problem is to have a terminus closer to Rathmines Road.</p> <p>We submits that Bord Pleanala should defer the authorisation of the section of MetroLink beyond the St Stephen's Green station, other than to create a turning section similar in length to that which is currently proposed for Manders Terrace.</p> <p>It would be premature to constrain the available options by allowing MetroLink to proceed beyond St Stephens Green to Charlemont / Manders Terrace.</p> <p>“What had the outside reviewers have to say about continuing to Charlemont/Manders Terrace?”</p> <p>Jaspers: "The connection to Ranelagh could feasibly be deferred until there is clarity on the future of the Green Line (subject to an improved understanding of how this could physically be delivered in a scenario with Metro operational)"</p>                                                                                                                                                                           | <p>The scope of the MetroLink project does not include the improvement or modification of the wider transport network.</p> <p>The above responses explain why TII does not consider it is correct or appropriate that the MetroLink alignment south of St Stephen’s Green should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>A scheme which terminates at St Stephen’s Green would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at St Stephen’s Green will significantly impact on the overall viability and benefits of scheme.</p> |  |

| Submission No.                                                                                                                                         |              |          | 050                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                                                                 |              |          | Commission for Rail Regulation (CRR)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                                                               | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Letter Re: Railway Order Application- MetroLink: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                                                                                                                                                      | Cover Letter | 1        | <p>With reference to the proposed project the Commission for Railway Regulation (CRR) makes the following observations for your consideration for the project;</p> <p>1. Notification of your decision is required to the railway organisation, namely TII (Transport Infrastructure Ireland).</p> <p>2. Observations or issues raised by TII should be addressed.</p> <p>3. If permission is granted, the party undertaking the work should consult with TII regarding road- rail interfaces on access routes which may have increased flow or abnormal loads during the construction phase and upon completion of the project.</p> | <p>Addressing each of the three points in turn, TII note:</p> <p>1. Planning decisions will be notified by An Bord Pleanála to TII.</p> <p>2. TII will address all observations and issues raised by third parties as part of the consultation and oral hearing process. TII is confident that any observations or issues raised by TII throughout the planning process will be considered by An Bord Pleanála.</p> <p>3. The EIAR does assess the impact of the Project on traffic, both during construction and upon completion of the project when it is in operation, including the consideration of abnormal loads. EIAR Chapters; 5 Construction, 6 Operations and Maintenance and, more specifically, 9 Traffic and Transport refer. The party undertaking the work will be an organisation contracted by TII and therefore by default will be required to consult with TII regarding all aspects of the Project, including where access routes to and from MetroLink work areas potentially interact with heavy or light rail systems. TII, and their contractors when appointed, are engaging, and will continue to engage actively with Iarnród Éireann and with the Luas operator throughout the development and delivery of the Project.</p> <p>While not referred to in the submission, the Project will be regulated by the CRR under the Railway Safety Act 2005 which requires safety approvals from the CRR for the construction, commissioning and operation of the Project, including independent scrutiny of detailed safety cases, risk assessments and hazard management plans.</p> |

| Submission No.                                                                                                   |                     |          | 051                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                 |
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| Re: Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                 |
| 1                                                                                                                | Letter introduction | 1        | <p>Firstly, we are in favour of the broad aim of the Metrolink project to connect Dublin's city centre to the airport. However, as a resident living in the Dartmouth/Charlemont area, we wish to set out a number of observations for the Board regarding the proposal to locate the Terminus station at Charlemont-Dartmouth.</p> <p>Our family home is in the midst of the community where the Terminus station is proposed to be located. It is directly adjacent the proposed metro construction site, which is estimated to be in operation about us for nearly a decade. We live here with our four young children.</p> | <p>Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project. We have reviewed your submission and responded to the observations made below.</p> |

| Submission No.                                                                                                   |              |          | 051                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| 2                                                                                                                | Point 1      | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services. | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemon in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                                                   |              |          | 051                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                          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| 3                                                                                                                | Point 1      | 1        | <p>Point 1 continued - St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. No Study has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a City centre terminus, which strikes us as an incomprehensible omission of an obviously relevant and necessary study. It is difficult to see why there should be a metro stop on St Stephen's Green East, far away from Grafton Street, and also contradictorily why the LUAS interconnection cannot take place there if its location on the east is not otherwise a difficulty.</p> | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West, close to Grafton Street. St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus (train sideways, car-parking etc) take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus or car . The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage as detailed in response item (2) above. Operationally, the Station will see people moving quickly in and out of the area, noting that it will act as an interchange, and has been deliberately designed with minimum set down space or room for taxis so that it does not encourage the Station to be used as a terminus. All operational environmental impacts are mitigated so they are not significant, while the impact on amenity will be permanent and positive.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> <p>Detail studies have been carried by NTA as part of the development strategy, including:</p> <ul style="list-style-type: none"><li>* DART Tunnel Route Options and Feasibility</li><li>* Luas Lucan Feasibility Study</li><li>* Metro to Knocklyon Feasibility Study</li><li>* Metro UCD to Sandyford Feasibility Report</li><li>* Navan Rail Line Assessment Report</li></ul> |



| Submission No.                                                                                                   |              |          | 051                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 4                                                                                                                | Point 2      | 1        | 2. Expensive Duplication of Rail infrastructure - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at €650M is an expensive unnecessary duplication and significant investment that deprives other parts of Dublin that are in immediate need of rail infrastructure to support housing and urban development. Bringing the terminus to Charlemont rules out the development of the metro to parts of the South city not covered by light rail. This is a very shortsighted development. Keeping the terminus at St. Stephens Green at least allows for the possibility of proper expansion. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any event, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>With regards the observation that "Charlemont rules out the development of the metro to parts of the South city not covered by light rail", TII do not agree and would further note that the proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |
| 5                                                                                                                | Point 3      | 2        | 3. The station box at Charlemont, as constructed in 2021/22 by the Developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive. A considered legal opinion has been prepared on this important issue and has been submitted to An Bord Pleanala as an Appendix in the community submission and the contents thereof are adopted by us.                                                                                                                                                         | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 6                                                                                                                | Point 4      | 2        | 4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development. The implications of this new alignment is very significant on our wider community as it will involve top down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston road are demolished. | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating a underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p> |
| 7                                                                                                                | Point 5      | 2        | 5. The Environmental Impact Assessment Report is inadequate in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing.                                                                                                                                                                                                                                                   | <p>TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| 8                                                                                                                | Point 6      | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area. | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p><b>Noise and disturbance during construction:</b></p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts of airborne noise are predicted to be moderate.</p> <p>Chapter 14 of the EIAR assesses groundborne noise and vibration, with EIAR Appendix A14.5 Groundborne Noise and Vibration and Blasting Modelling Results presenting predicted groundborne noise and vibration levels during below ground construction. During TBM passage the predicted level of groundborne noise will be above the 45 dB LASmax threshold for a number of receptors above the runnel alignment, resulting in a significant impact on the building occupants during the relatively short 2-week duration of the TBM passage at a given location. The predicted vibration levels for TBM passage are well below human response thresholds during both day and night-time periods.</p> <p>Unfortunately there are no effective methods are available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are to give advance notice to residents of the timing of the TBM passage. In addition TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</p> <p><b>Noise and disturbance during operation:</b></p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant impact when added to the prevailing noise environment.</p> <p><b>Loss of amenity during construction:</b></p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes, reducing impacts to not significant.</p> <p><b>Loss of amenity during operation:</b></p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective “To provide for the creation and protection of enterprise and facilitate opportunities for employment creation”. The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |

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| 9                                                                                                                | Point 6      | 2        | <p>Point 6 continued - The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with baggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth can not sustain the significant additional traffic volumes associated with this development.</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a “huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport” as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont”.</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made “The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.” or “The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account.”</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |

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| 10                                                                                                               | Point 7      | 2        | 7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand parade is an already heavily congested orbital route. | <p>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>With particular regard to cycle safety, as part of the traffic assessment presented in EIAR Appendix A9.5 Scheme Traffic Management Plan, the impact on cycle safety has been considered. A two-stage screening assessment methodology has been adopted, ensuring that any reduction in quality of service for cyclists (by one level or more) has been captured, with remedial measures including the temporary installation of cycle ways where appropriate, to minimise the impact on cyclists. Where the existing level of service cannot be maintained in the vicinity of the construction sites, alternative routes will be designated to minimise the risk to vulnerable users. As such, the traffic management measures have been designed in line with the hierarchy of road users identified in the GDA Transport Strategy, giving highest preference to pedestrians and cyclists. Prior to implementation, all traffic management measures will be agreed with DCC, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken to ensure the safety of users.</p> |

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|                                                                                                                  |              |          | (10) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Operational Phase:</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |
| 11                                                                                                               | Point 8      | 2        | 8. The development will have an obvious adverse impact upon our home and daily life and will also diminish property values as our house will be practically unsalable during the very disruptive construction at the Charlemont site phase estimated to last nearly a decade. As an adjacent house, there will be a long term and permanent adverse impact upon our home from the noise of the operating rail infrastructure, vents, PA systems, escalators and large traffic volumes- vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing our quiet residential neighbourhood into a noisy, busy, congested major transport hub. This residential neighbourhood is a very unsuitable location for a metro terminus and for one of the main construction sites to be used for the whole Metrolink project. | <p>Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts, noting that there are no predicted significant impacts when the proposed mitigation measures are implemented. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>TII do not agree that the development will have a long term and permanent negative affect. In fact there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p> <p>TII would also like to confirm that the site for the construction of the proposed Charlemont Station will not be used for the whole MetroLink project, but confined to the construction of the proposed station and intervention / evacuation tunnel south of the Station.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



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| 12                                                                                                               | Point 9      | 3        | 9. In particular we are concerned about possible settlement and subsidence to our house caused during construction, a matter not properly addressed in the supporting documents. The large terminus construction site is directly beside our home as we have a real and legitimate concern about structural damage. | <p>The approach taken by TII for assessing the impact of construction generated ground movements reflects the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2.</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement and includes for the assessed impact on the houses on Dartmouth Square West. EIAR Appendix 5.17 refers. The settlement predicted for the houses along Dartmouth Square West vary up to a maximum of 25 to 30mm. The Phase 2 assessment of the damage for these buildings is "Slight" (an explanation for which can be found in Table 4-4), please refer to building B150 (15 Dartmouth Square West) in table 5-2 of the appendix.</p> <p>As your property is a designated Protected Structure, it has been designated as “special”, and hence a further Phase 3 refined assessment, despite the impact only being assessed as ‘slight’ will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also draw attention to The Property Owner Protection Scheme (POPS), as committed to by TII, which allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |

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| Re: Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N.314724 |                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13                                                                                                               | Point 10             | 3        | 10. The substantial disruption that will be caused by noise and vibrations has not been properly or adequately assessed, and we refer in this regard to the Submission put in on behalf of us and our neighbours on Dartmouth Square West. The near decade long construction phase at the Charlemont site allows for significant works between 7 am - 7pm, with obvious significant disruption to our home life.                                                                                                                     | <p>As set out in response (8) above, potential airborne noise impacts identified due to airborne noise &amp; vibration are presented in Chapter 13.</p> <p>Proposed mitigation includes 4m high noise barriers, with 7m high barriers along the eastern boundary, and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at 10 &amp; 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be moderate.</p> <p>Potential groundborne noise and vibration impacts are presented in Chapter 14, with a significant adverse impact identified for residents during the relatively short duration of TBM passage, as explained by response (8) above.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited</p> <p>The proposed working hours for the construction phase of the proposed Project (as per Section 5.2.4 of Chapter 5 of the EIAR) will be for all above ground works to progress Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. There will additionally be a period of 24/7 working below ground to enable the construction of the sprayed concrete lined tunnel, with the associated above ground support activities enclosed within a sound insulated acoustic enclosure as discussed in Section 13.6.1.2.4 of the EIAR.</p> <p>As discussed in the response to point 8 and outlined in Section 11.5.2 of Chapter 11, no residual impacts in terms of loss of amenity are identified on the community or retail sector and social infrastructure (e.g. schools or hospitals).</p> |
| 14                                                                                                               | Requested Amendments | 3        | <p>Requested amendment to An Bord Pleanala</p> <p>We request the following amendments:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel</p> <p>2. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p> | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042) and would be a material contravention of the Dublin City Development Plan 2022-2027. In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Submission No.                                                                                                                                           |                                                                            |          | 052                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                            |          | Coras Iompair Eireann                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                                                 | Section Ref.                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                                                                        | Introduction                                                               | 1        | While land required for the purposes of transport services may be included in a Railway Order application, Section 130 of the Transport Act 1944 precludes the compulsory acquisition of such land without the previous consent of the Minister for Transport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII is aware of the provisions of Section 130 of the Transport Act 1944 which precludes the compulsory acquisition of such land, under certain circumstances, without the previous consent of the Minister for Transport. As is normal practice Transport Infrastructure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                                                                                                                        | Lands at Proposed Glasnevin Station, Dublin 9                              | 1        | <p>The TII proposals include permanent and temporary compulsory acquisitions of existing operational railway lines to enable inter alia construction of the Metrolink Glasnevin Station. CIÉ supports the submission made by Iarnród Éireann to An Bord Pleanála on the Metrolink application.</p> <p>CIÉ and Iarnród Éireann will continue to work with TII with a view to facilitating access to the required CIÉ lands whilst ensuring that the proposed impacts on Iarnród Éireann services are agreed in advance of any works commencing at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                               | CIÉ support of the submission made by Iarnród Éireann to An Bord Pleanála with regard to the Metrolink Railway Order application is noted and understood. TII have responded to all the matters raised by Iarnród Éireann's submission and will continue to engage with the objective of reaching agreement on the proposed impacts to Iarnród Éireann in advance of any works commencing at the proposed MetroLink Glasnevin station location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                                                                                                                                                        | Dublin Bus HQ Building S9-60 O' Connell Street Upper/Henry Place, Dublin 1 | 1        | The proposed compulsory property acquisitions include permanent acquisitions of a significant portion of the Dublin Bus office headquarter facility. No. 60 O'Connell Street Upper is included on the Dublin City Council Record of Protected Structures (RPS Ref. No. 6028). CIÉ and Dublin Bus have had ongoing and extensive engagement with TII in relation to this matter and will continue to work with TII with a view to providing access to the required Dublin Bus occupied land and buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII confirms that extensive engagement is ongoing with CIE and Dublin Bus regarding the properties at No.'s 59 / 60 O'Connell Street Upper and the permanent land requirements necessary for the construction and operation of MetroLink in this location and is committed to reaching an appropriate agreement in advance of any works commencing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 4                                                                                                                                                        | Curzon House, 35 Lower Abbey Street, Dublin 1                              | 2        | The proposed compulsory acquisition relates to substratum beneath 35 Lower Abbey Street, which is a CIÉ owned three storey over basement building accommodating a Spar retail unit at ground floor and CIÉ Tours, CIÉ: Sustainability Department and CIÉ Group Property Management in the office accommodation overhead. No. 35 Abbey Street Lower is included on the Dublin City Council Record of Protected Structures (RPS Ref. No. 7). The building was built in c. 1825 and, with the exception of the front facade, was destroyed in 1916 and rebuilt in c. 1920. Given the significant age of the building and the functions carried out therein, CIÉ requires that the anticipated environmental impacts resulting from the Metrolink construction and operation including noise, vibration and ground movement will have the necessary mitigation measures applied to ensure that all such impacts are kept within the TII recommended threshold levels. | <p>TII confirms that the EIAR has assessed the anticipated environmental impacts from MetroLink construction and operation, including noise, vibration and ground movement. The results of this assessment are summarised below.</p> <p><u>Ground Movement</u></p> <p>The approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed beneath this property at the depth and on the alignment proposed. TII are satisfied that the assessed movements will not lead to structural damage to this property.</p> <p>In EIAR Appendix A 5.17, Building Damage Report, the staged assessment process is detailed. Given this building has a basement and is a Protected Structure it is designated as a "Special" building. Therefore, this building will be further assessed (Phase 3) at the detailed design stage to verify the impacts. Currently, the building is assessed at Damage Category 2 or below (see section 4.3.2 of Appendix 5.17 for details).</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, the building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements. Any monitoring and or mitigations would be detailed at this point, noting that additional mitigations are unlikely given the result of the current analysis undertaken.</p> |

| Submission No.                                                                                                                                           |                                                                                      |          | 052                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                                      |          | Coras Iompair Eireann                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                          |                                                                                      |          | (4) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p><u>Noise and Vibration (N&amp;V)</u><br/>EIAR Appendix 14.5, Groundborne Noise and Vibration Blasting Modelling Results, presents the predicted groundborne noise and vibration levels during the construction and operational phase of the Project for the building.</p> <p><u>N&amp;V Construction</u><br/>The predicted level of groundborne noise during TBM passage is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on building occupants.</p> <p>The predicted level of groundborne vibration during TBM passage is 0.273 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from the TBM at source, but noting that the duration of this impact will be of the order of up to two-weeks as the TBM passes. TII will liaise with CIÉ to ensure the timing of these impacts are known and the building occupants are prepared for the passage of the TBM and resultant elevated noise levels.</p> <p><u>N&amp;V Operation</u><br/>The predicted level of groundborne noise during the railway operation is 35 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the occupants of the building.</p> <p>The predicted level of groundborne vibration during the railway operation is 0.009 ms-1.75, much lower than the VDV Threshold Level for these buildings of 0.8 ms-1.75, resulting in a not significant impact on the building.</p> <p><u>Monitoring</u><br/>Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached, noting that groundborne noise generated by the TBM will be of a temporary limited duration that will be managed through close liaison with CIÉ. TII also confirm they will continue to liaise with CIÉ to ensure disruption is kept to a minimum. Finally, in the event of any damage occurring that is attributable to MetroLink works, this will be repaired at no cost to the property owner.</p> |
| 5                                                                                                                                                        | Land at Tara 2-16 Tara Street/Poolbeg Street/ Luke Street, Dublin 2                  | 2        | <p>The proposed compulsory acquisitions include substratum land beneath a CIÉ owned site at 2-16 Tara Street which includes frontage onto Poolbeg Street. CIÉ has entered into an Agreement for Lease with Tanat Limited relative to planned commercial development on the site and Tanat Limited may make its own separate submission to An Bord Pleanála in this respect.</p> <p>The proposed acquisitions also include portions of Iarnród Éireann's track support structures including the Poolbeg Street/Luke Street bridge. CIÉ supports the submission made by Iarnród Éireann to An Bord Pleanála on the Metrolink application.</p> <p>CIÉ and Iarnród Éireann will continue to work with TII with a view to reaching agreement on the items raised in the Iarnród Éireann submission in order that access to the required CIÉ lands for MetroLink construction and operation can be facilitated.</p> | <p>TII is in discussions with CIE regarding the substratum lands, and any other lands CIE has a legal interest in at this location, and is cognisant of the provisions of Section 130 of the Transport Act 1944 which precludes the compulsory acquisition of such land, under certain circumstances, without the previous consent of the Minister for Transport. As is normal practice Transport Infrastructure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order.</p> <p>TII is available to discuss the proposed development by Tanat Limited and will work collaboratively to ensure that the proposed development can proceed without adversely impacting the delivery of the MetroLink Scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6                                                                                                                                                        | Lands at Library View Villas, Dublin 7                                               | 2        | CIÉ is not in occupation of these substratum and is agreeable to the proposed compulsory acquisition of any legal interest it may have in same.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As is normal practice Transport Infrastrure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order. It is noted in this instance that CIE is not in occupation of the lands, referenced as substratum in the Draft Railway Order application, and TII will proceed on the basis of the proposed compulsory acquisition, or enter into an agreement, for the acquisition of any legal interest CIE may have in this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 7                                                                                                                                                        | Portions of Luas Green Line Embankment at Dartmouth Road/Northbrook Avenue, Dublin 6 | 2        | CIÉ is not in occupation of these lands and is agreeable to the proposed compulsory acquisition of any legal interest it may have in same                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | As is normal practice Transport Infrastrure Ireland will enter into an agreement with CIE and its subsidiaries, Iarnród Éireann and Dublin Bus, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order. It is noted in this instance that CIE is not in occupation of the lands, referenced as substratum in the Draft Railway Order application, and TII will proceed on the basis of the proposed compulsory acquisition or enter into an agreement, for the acquisition of any legal interest CIE may have in this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| Organisation Name or Name of Submitter                                                                                   |                                                       |          | Core Capital (represented by Logical Real Estate Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                                                 | Section Ref.                                          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| RE: RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER 2022, PROPERTY: 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                                                                                                                        | Submission 1                                          | 1 and 2  | <p>The subject properties (15-18 Earlsfort Terrace) comprise four mid-terraced four storey over basement period buildings. The architecture of the building's was influenced by Gothic Revival style and 17 and 18 Earlsfort Terrace are listed as Protected Structures (RPS No. 2420 &amp; 2421) in Dublin City Council's Record of Protected Structures.</p> <p>The route selection including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+900 and Chainage 19+100 should be reviewed by NTA / TII to satisfy themselves and to ensure that:</p> <p>1. MetroLink does not cause structural damage to the foundations supporting our client's properties.</p> <p>2. MetroLink does not cause structural damage to our client's properties at the basement level.</p> <p>3. MetroLink does not cause damage to the historic brickwork, ornate detailing and fragile finishes of our client's properties and protected structures.</p> <p>4. MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> | <p>On the MetroLink Project, the approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed going under these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5-2 of this report shows that the buildings have been assessed as falling within the "Negligible damage" category (the lowest assessed impact), an explanation for which can be found in Table 4-4 of the aforementioned report. TII can also confirm that the assessment has taken into account the presence of the basements as noted.</p> <p>TII does recognise the importance of the buildings listed in your submission and hence they have been designated as “special”, and hence a further Stage 3 refined assessment, despite the impact only being assessed as 'Negligible', will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. This commitment is detailed in section 4.5. of Appendix A5.17 Building Damage Report. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> |
| 2                                                                                                                        | Submission 2 (also repeated in section 'Submission 3' | 2        | <p>We note that drawing ML1-JAI-EIAROUT- XX-DR-Y-13038 (a copy is attached to this submission) does not identify any potential receivers in the area of our client's properties, therefore essentially ignoring potential damage to our client's properties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII would like to assure you that the potential for your client's properties to be impacted by Metrolink works has not been overlooked as evidenced by response (1) above with regards to the assessed impact of construction generated ground movements.</p> <p>Drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 presents the receptors considered in the assessment of airborne noise during construction works at the overground sites, where the closest receptors are modelled.</p> <p>As set out by EIAR Chapter 13 Airborne Noise &amp; Vibration, 13.2.3.1 Study Area Construction Phase, from an airborne noise and vibration aspect, the key study areas during the Construction Phase are the sensitive environments surrounding surface construction compounds. Depending on the sources in question and the local area under consideration, the study area extends out to between 50m and 300m from the proposed construction works. The buildings noted by this submission are located outside the 20 dBLamax contour line for the closest compound and therefore as a result no significant impact in terms of Airborne Noise and Vibration is predicted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3                                                                                                                        | Submission 2                                          | 2        | <p>1. Metrolink has assessed the “Groundborne Noise from Tunnel Boring Machine” and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's properties which is unacceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the Project for all numbers 15-18 Earlsfort Terrace. Number 15 Earlsfort Terrace is closest to the tunnel alignment, and the prediction of groundborne noise during TBM passage for this building is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting a significant impact on the buildings operation for the limited duration of circa 2 weeks as the TBM passes. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement, to inform owners and tenants of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels. As such, TII will consult with Core Capital in advance of the commencement of construction works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4                                                                                                                        | Submission 2                                          | 2        | <p>2. Metrolink has assessed the predicted “Settlement” and presents its findings on drawing no. ML1-JAIEIA- ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 35mm settlement directly under the location of our client's properties which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and could cause damage to foundations; basement; superstructure; façade and internal finishes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Please refer to response (1) above, noting that the settlement contours referred to by the observation were used to assess the potential impact of construction generated ground movements on the properties concerned. The assessment undertaken indicates that there will be a 'negligible' impact on settlement and ground movements at this property.</p> <p>TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred, TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Where property damage is confirmed to have been caused by MetroLink works the property concerned will have recourse to MetroLink project insurances.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                           |              |          | 053                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                                   |              |          | Core Capital (represented by Logical Real Estate Consulting)                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| RE: RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER 2022, PROPERTY: 15-18 EARLSFORT TERRACE, DUBLIN 2 |              |          |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                                        | Submission 3 | 2        | 1. Metrolink has assessed the "Groundborne Noise from Operation" and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our client's properties which is unacceptable. | <p>Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project for all numbers 15-18 Earlsfort Terrace. Number 15 Earlsfort Terrace is closest to the tunnel alignment, and the predictions for this building during operation are as follows:</p> <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during the railway operation for 15 Earlsfort Terrace is 36 dB LASmax, which is below the 40 dB LASmax threshold.</li><li>• The predicted level of groundborne vibration during the railway operation for 15 Earlsfort Terrace is 0.01 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.</li></ul> <p>As a result, no impact in excess of the relevant thresholds is predicted for these buildings as a result of MetroLink operation.</p> |
| 6                                                                                                                        | Summary      | 3        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's properties) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                       | The alignment has been designed to connect the proposed St Stephen's Green Station to Charlemont Station. Based on the environmental impact assessment undertaken by TII there is not a need for the alignment to be adjusted, noting the predicted impact of construction generated ground movements is classed as "Negligible" (see response (1) above), and there is a only short period of temporary disturbance to building occupants in the region of 2 weeks as the TBM passes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



| Submission No.                                                                                                                                       |                                                   |          | 054                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                               |                                                   |          | Cormac McKay and Aeravai - Autonomous Electric Road and Air Vehicle Association of Ireland                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                             | Section Ref.                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Letter Re: Cormac McKay Aeravai - Autonomous Electric Road and Air Vehicle Association of Ireland - Submission to An Bord Pleanála- MetroLink Dublin |                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                                                    | Observations - Project Cost                       | 3 and 4  | <p>It is still unclear whether this will stay in full public ownership or if a PPP (public private partnership) contract may be signed with a private operator/s? as some of these PPP's have not worked out very well for the taxpayer, with shortfall in projected use and profit made, being subject of contract clauses. An Agreement governing traffic growth on the M3 and Limerick Tunnel, guaranteed the Government will pay if traffic growth doesn't reach it and that the taxpayer should pick up the bill for shortfalls. It would be my fear because Metrolink will be obsolete transport technology by the 2030's and unfavoured by the general public that its use may not hit expected or projected passenger numbers and any shortfall in expected profit or repayment of bonds and funding will be expected to be paid by the taxpayer.</p> <p>It would be my opinion that this €250 million on consultants should be written off as a bad learning experience and that future projects should not be conducted or financed in this manor, as the NTA/TII clearly lacks the experience to deliver such a project and should never have been financed by the taxpayer and instead expenses for plans or proposals should be paid for by competition by the expected contract deliverers.</p> | <p>The Procurement Strategy for MetroLink does not form part of this Railway Order Application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2                                                                                                                                                    | Observations -Obsolete technology                 | 5        | <p>What this means is how people travel in the 2030's will be drastically different to today and the speed of adoption of these advancements in transport could be exponential. Instead of travelling to Dublin Airport by rail, you may be travelling by passenger drone, eVtol in the air or Autonomous RoboTaxi on the ground and these may be a more desirable form of travel than disjointed public transport and underground rail. This may cause adverse reactions on projected passenger numbers travelling on Metrolink making its commercial viability questionable with Dublin Airport being one of its major justifications for the project.</p> <p>In fact Dublin Airports own passenger numbers may decline significantly in the 2030's with the emergence of smaller electric aviation aircraft that can take off and land from anywhere in the country no longer needing passengers to travel to Dublin airport at all, for the majority of short haul travel and the IAA, EU and UNECE global regulators are currently making the rules for deployment of these technologies.</p>                                                                                                                                                                                                            | <p>The need for the Project is presented in detail in Chapter 3 (Background to the MetroLink Project). Chapter 7 (Consideration of Alternatives) also presents details on the consideration of alternative technologies for the Project. Passenger demand on MetroLink has been modelled for the years 2035 Opening Year, Opening Year + 15 Years, and Opening Year +30 Years to determine the long term viability. TII will continue to monitor emerging alternative technologies, and the potential impact these may have on passenger demand for MetroLink.</p> <p>As outlined in Appendix A9.4 Transport Modelling Report, in order to ensure that the Project can operate efficiently and deliver benefits into the future, forecasts have determined the likely future levels of demand on Dublin's transport system. The existing and committed public transport provisions do not serve the existing or future demand in the key nodes of Dublin Airport and Swords, with many public transport services operating at or over capacity by 2035. These forecasts have been based on planning datasheets from the NTA which forecast population, employment and education growth across the region. Whilst there is a degree of risk associated with making these predictions, they are projected in coordination with the Regional Assemblies and the Local Authorities to incorporate their housing and growth priorities. In addition, forecasts at Dublin Airport are based on the central growth forecast from the DTTAS report 'Review of Capacity Needs at Ireland's State Airports' and the Central Statistics Office (CSO) 2016-2019 Aviation Stats' TAM05, which outlines forecast passenger growth at Dublin Airport to 2050 for Low, Central and High growth scenarios.</p> |
| 3                                                                                                                                                    | Observations - Alternative technological proposal | 6 to 12  | <p>One of the alternative proposals by myself is to copy of what is currently under construction in Las Vegas by a company called The Boring Company using underground smaller affordable vehicle tunnels and Autonomous RoboTaxis.</p> <p>One of the disadvantages of a Metro is that they are notoriously expensive to build per km and require large station blocks, these are extremely disruptive, time consuming and labour intensive to construct and many in other cities have had unforeseen delays on completion dates. The Boring Company's solution avoids these pitfalls with smaller tunnels and smaller stations or no need for stations at all with entrances into the tunnel network from street level for direct door to door service.</p> <p>This solutions was brought to the attention of the National Transport Authority at a number of public consultations and meeting with public reps. Unfortunately I did seek an FOI to verify this and included it in submission but no records of questions asked at meetings were kept the by NTA.</p>                                                                                                                                                                                                                                        | <p>TII have no comment to make on discussions between the submitter and NTA, or any proposals made at those meetings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4                                                                                                                                                    | Observations                                      | 13       | <p>Because of the nature of this project it will take considerable long time to complete and similar projects have taken years longer than expected.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                                                                                       |                                               |          | 054                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                               |                                               |          | Cormac McKay and Aeravai - Autonomous Electric Road and Air Vehicle Association of Ireland                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                             | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Letter Re: Cormac McKay Aeravai - Autonomous Electric Road and Air Vehicle Association of Ireland - Submission to An Bord Pleanála- MetroLink Dublin |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                                                                                                                                                    | Observations - Construction consequences      | 13       | There will be a number of unpalatable consequences from the construction of this Metro proposal including a number homes need to be vacated and demolished, along with a community leisure centre and a historical landmark.                                                                                                                                                                                                                                                                    | <p>The EIAR has assessed the impacts of both the construction and operation of MetroLink. As detailed in Chapter 11 (Population and Land Use), the proposed Project will require the acquisition of numerous land and property interests in both public and private ownership including a range of residential and commercial properties that are occupied. A Land Acquisition Strategy (LAS) has been prepared by TII which sets out the arrangements proposed for the provision of information and assistance to the residential owners / occupiers of land and property subject to compulsory purchase for the delivery of MetroLink. The LAS establishes the arrangements in place for communication and engagement with all affected parties, the assistance and supports that will be available to residential and commercial property owners including on acquisition and relocation. Details regarding the Land Acquisition Strategy can be found in section 21.6.1.3 of Chapter 21 (Land Take), with the document publicly available at the following website: <a href="https://www.metrolink.ie/en/your-property/land-acquisition-strategy/">https://www.metrolink.ie/en/your-property/land-acquisition-strategy/</a></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> |
| 6                                                                                                                                                    | Observations - Health effects                 | 13       | One of the developing worries regards underground rail is the potential health effects of the air pollution on underground Metros. Heavy rail in general has some emerging health concerns that the Irish authorities are still only beginning to investigate and become aware of. With the most significant being noise pollution and its long term health effects, this project proposes to link up with other heavy rail as a core principle of its interconnectedness.                      | <p>Potential impacts to air quality as a result of the Project have been assessed and presented in Chapter 16 (Air Quality), with Chapter 10 (Human Health) detailing potential health impacts and benefits associated with the Project. Modal shift from road transport to MetroLink has the potential to reduce air pollution health risks in the city centre. Extensive assessments have been undertaken as part of the EIAR process to understand the potential impacts of air quality on the communities and mitigation measures have been developed to manage identified impacts. These measures will include the establishment of an air quality baseline, and implementation of measures in collaboration with other key stakeholders as required to ensure air quality and noise limits are adhered to.</p> <p>The MetroLink design will respect passenger comfort and will implement mitigation measures to mitigate potential noise and vibration impacts to ensure limits are adhered to during both the construction and operational phases.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7                                                                                                                                                    | Observations - Unrealistic behavioural change | 14       | There seems to be an ideological lack of understanding of why a majority of the general public does not use or will not use public transport and the expectations that delivery of this project will encourage people out of private cars and on to it may be unrealistic and the behavioural change will not be realised to justify the proposal going ahead especially with the coming advancements in transport technology and alternative options such as on-demand door-to-door RoboTaxis. | <p>Please refer to response item 2. As detailed in Chapter 9 (Traffic and Transport), the baseline modal split for trips within the Greater Dublin Area (as informed by relevant planning documents) indicates that 66% of trips from Fingal/Dublin Fringe to the City Centre are made by public transport. Similarly, for trips within the Canal Cordon into Dublin City Centre, over 53% are made by public transport (bus, rail and Luas), demonstrating the current behaviours of the population within the Greater Dublin Area. Extensive transport modelling has been undertaken to determine passenger demand on the project. The model has indicated that there will be significant growth in public transport usage in trips to and from zones around the alignment, with a corresponding reduction in private car trips.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                                                                |              |          | 055                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                    |
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| Organisation Name or Name of Submitter                                                                                                                        |              |          | Dan Coulcher and Paula Fyans 40 St Kevin's Park, Dartry, Dublin D06 CV06)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                                                                                                      | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                       |
| Observation on case reference: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin (Metrolink) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                    |
| 1                                                                                                                                                             | Cover Letter | 1        | <p>For more than 20 years, the lack of adequate public transport infrastructure in Dublin has resulted in strong reliance in car-based commuting and hours of frustration for those with no other public transport option but infrequent buses trying to navigate inadequate bus lanes. The estimated 1.4m population by 2040 will dramatically further increase the need for transport to and through the city. Car-based commuting will continue to increase traffic congestion, noise emissions and air pollution and will make reaching our legal commitments of achieving net zero carbon emissions by 2050 within the tranport sector will be impossible.</p> <p>The introduction of the Luas has been transformative for those lucky enough to live close to it but its limited range means it is only the saviour of the few, and of very limited use to residents in the north of the city.</p> <p>It is unthinkable for a capital city as prosperous as Dublin not to have a rapid rail link between the airport and the city centre and the Metrolink proposal is a well thought through solution to this need. It also has the potential to transform transport into the city for north side residents served by the line. While the current plan does not yet guarantee a connection south from Charlemont to link with or replace the green Luas, we hope this bridge will be crossed successfully in the future.</p> | <p>TII wish to thank you for taking the time to make this submission. Your positive support is gratefully appreciated, and for the reasons you have set out, TII are committed to realising the MetroLink Project to address the challenges highlighted and to deliver the benefits that MetroLink will bring.</p> |

| Submission No.                                                                                                                                           |                |          | 056                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                                   |                |          | DECC Geological Survey Ireland                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                                 | Section Ref.   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                                                        | Introduction   | 3        | With reference to your email received on the 17 October 2022, concerning the Draft railway order for Metrolink project (Estuary to Charlemont via Dublin Airport), Geological Survey Ireland would encourage use of and reference to our datasets. Please find attached a list of our publicly available datasets that may be useful to the environmental assessment and planning process. We recommend that you review this list and refer to any datasets you consider relevant to your assessment. The remainder of this letter and following sections provide more detail on some of these datasets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII thank GSI for the provision of links to datasets covering Geoheritage; Groundwater; Geological Mapping; Geotechnical Database Resources; Natural Resources (Minerals / Aggregates); Geochemistry of soils, surface waters and sediments; and, Geophysical data, together with associated guidelines.<br><br>TII confirm that relevant data has been used to inform the EIAR and is referenced including Chapter 18: Hydrology, Chapter 19: Hydrogeology and Chapter 20: Soils and Geology. TII will also use this data to inform the development of the design and delivery of MetroLink.                                                                                                                                                 |
| 2                                                                                                                                                        | Other Comments | 6        | Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. Should any significant bedrock cuttings be created, we would ask that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated, in accordance with safety guidelines and engineering constraints. In areas where natural exposures are few, or deeply weathered, this measure would permit on-going improvement of geological knowledge of the subsurface and could be included as additional sites of the geoheritage dataset, if appropriate. Alternatively, we ask that a digital photographic record of significant new excavations could be provided. Potential visits from Geological Survey Ireland to personally document exposures could also be arranged.<br><br>The data would be added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto: GeologicalMappingInfo(g)gsi.ie, 01-678 2795. | TII confirm that all designs and construction will be undertaken in accordance with technical guidance and standards, and industry best practice.<br><br>TII concur that the MetroLink proposed scheme presents a huge opportunity to significantly increase the knowledge database with respect to geological / geotechnical records and commit to the provision of the ground investigation data collected on behalf of TII. Furthermore, TII would welcome GSI visits to the works once underway. TII will seek to schedule a coordination meeting in advance of the commencement of construction to further explore any synergies, including discussion around any particular aspects of record keeping that may be of assistance to GSI. |

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| Item No.                                                                                                                               | Section Ref.                                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Submitted by Anthony Marston (MIPI, MRTPI), Marston Planning Consultancy, 23 Grange Park, Foxrock, Dublin 18, on behalf of Declan Ryan |                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 1                                                                                                                                      | Intro                                                                     | 1        | Our client owns and resides at no. 9 Harcourt Terrace which is a Protected Structure (RPS 3569, NIAH 5011 0470). Harcourt Terrace is the only formally composed Regency Terrace in the city. The ten houses on the western side of the terrace were laid out with single storey annexes separating the pairs of houses. No. 9 is located close to the end of the terrace near the Grand Canal, and includes a pedestrian link to its rear. The main basis of this submission is to ensure the Structural Integrity of our clients’ property is maintained both during the construction and the operation of the Proposed Development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII acknowledge the architectural and historical significance of the property and recognise that the property is also designated as a protected structure. Hence the property has been included in the impact assessment and presented in the EIAR Chapter 26 (Architectural Heritage), Table 26.25: “BH-572 - 9 Harcourt Terrace - Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single storey bay to side. - RPS 3569 DCC; NIAH 50110470”<br>According to the assessment there will be no direct or indirect impacts on architectural heritage during the Construction or Operational Phase of Metrolink.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 2                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 1        | <p>We note that the Metro tunnel alignment drawings (Drawing no. ML1-JAI-ARD-ROUT_XX-DR-Y-03095) (Plan Drawing no. ML-RO 306 E-O) indicate the extent of the Metro tunnel as passing under the front curtilage and entrance steps to our clients' property. Their property is located between the St. Stephens Green and Charlemont stations on the route. The cross-section AA on this same drawing, which is located at the footpath along the northern side of the Grand Canal, indicates the top of the Proposed Metro tunnel as being c. 18m below ground level. We note that the nearest cross section to this to the north, at Earlsfort Terrace, on Drawing no. ML1-JAI-ARD- ROUTXX-DR-Y-03094 (Plan Drawing no. ML-RO 306 D-E) also indicates the top of the Proposed Metro tunnel as being c. 18m below ground level. It is reasonable therefore to conclude that the top of the tunnel will pass c. 18m below the front of our clients' property.</p> <p>Their property is indicated as Property ML6E-U33 within the Property Detail mapping (Dublin City Council) on Drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-O1097 (Plan no. ML-P 306 E-O). The blue shading that indicates the extent of the proposed acquisition of substratum land indicates the majority of our clients' house as being within this area. Our client is significantly concerned about the legal implications of this matter, and on how this would impact upon the value of their property.</p> | <p>The substratum land take has been generated by creating a limit of deviation (LOD) ranging from 5 metres vertically upwards and 10 metres downwards to 15 metres laterally for the tunnel alignment. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. of the EIAR Chapter 21 (Land Take). Rule 17 introduced by Section 48 of the Planning and Development (Strategic Infrastructure) Act 2006, states: ‘The value of any land lying 10 metres or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant’.</p> <p>For MetroLink project, the depth of tunnel will vary along the route but it is expected that the average depth will be approximately 24m from ground level to track level. In the vast majority of cases the subsoil can be acquired without affecting the above ground property. For 9 Harcourt Terrace property the following data are shown on the individualised property details plan (please refer to Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03779, ML6E-U33):</p> <ul style="list-style-type: none"><li>• Ground level to crown of tunnel (m) - 17.5;</li><li>• Ground level to track (m) – 24.2.</li></ul> <p>EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the ‘Act’) upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety. Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p> |  |
| 3                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 2        | We note that the Environmental Impact Assessment Report (EIAR) (section 14.2.1.2) indicates that groundborne vibration from construction and operation of the proposed Project has the potential to have an adverse effect on nearby sensitive receptors, such as no. 9 Harcourt Terrace. We would consider that any residential property on the alignment, and where that property is a Protected Structure, should be considered as a highly sensitive receptor. We note with interest that Protected Structures are not identified or referenced within Chapter 14 given the potential for vibration to impact upon the structural integrity of such protected buildings of architectural importance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The full noise and vibration levels experienced at the buildings potentially affected by the Metrolink construction and operation (including 9 Harcourt Terrace) are presented in Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results.</p> <p>The assessment in Chapter 14 presents groundborne noise and vibration impacts on buildings and humans, with prediction results presented from a selection of representative receptors, during construction and operation.</p> <p>As stated in Chapter 14 tables 14.5 and 14.8 separate threshold levels were considered for Standard buildings vs Listed or potentially vulnerable buildings for blasting activities (Table 14.5) and for a range of buildings constructions, including protected and historic buildings, for construction vibration from sources other than blasting (Table 14.8).</p> <p>According to the assessment results presented in Appendix 14.5 for 9 Harcourt Terrace the calculated vibration levels are below the lowest threshold of 3mm/s for structural damage for any building type (Table 14.8) during TBM passage and also during operation of the Metrolink. The predicted level of vibration for blasting for 9 Harcourt Terrace is 0.9 mm/s, much lower than the 3mm/s threshold for vulnerable buildings, resulting in no impact on the building structure. Please see item 1, above with regard to the protected structure status and assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

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| Submitted by Anthony Marston (MIPI, MRTPI), Marston Planning Consultancy, 23 Grange Park, Foxrock, Dublin 18, on behalf of Declan Ryan |                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 2        | We would question the reasoning behind the EIAR stating that as the Tunnel Boring Machine (TBM) is moving through the lengthy construction process that its impacts are transitory, and should be considered with a lower threshold therefore. We note that the EIAR identifies the potential for the tunnel boring machine that will bore the tunnel under Harcourt Terrace has the potential to cause vibration and groundborne noise impacts within 100m of the under construction tunnel if not mitigated. The EIAR outlines that there is an inability to mitigate these noise and vibrations from the TBM at source.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | As stated in response (3) the vibration levels during TBM Passage will have no significant impact on 9 Harcourt Terrace building and will be for a very short duration.<br>Regarding groundborne noise impact during TBM Passage, as indicated in Appendix 14.5 the predicted level of groundborne noise during TBM Passage is 49dB, which is just above the Threshold Level of 45 dB presented in EIAR Chapter 14.2.1.1 Groundborne Noise - TBM advancement, resulting a significant impact on the buildings occupants for the limited duration (maximum 2 weeks) during TBM passage. Any potential impacts will be mitigated by way of clear communications with the property owner advising of the progression of the TBM for the short duration during which the occupants of the property could be effected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 2        | <p>We note that Table 14.28 identifies that the predicted groundborne noise during the boring is predicted to have a noise impact of 49dB, which is above the indicated 45dB level that will have a High Adverse Magnitude of Significant Impact that according to the EIAR will be noticeable to all and disturbing over a number of days. The EIAR indicates that the groundborne vibration during the TBM passage is not considered to be significant. However, we note that this has not been considered having regard to the fact that our clients' property is a Protected Structure.</p> <p>We note that the extent and length of duration of the boring along the route within 100m of no. 9 Harcourt Terrace is unclear. The EIAR states only that it will occur for a very short period of days, and we would question this as a reliable basis for the assessment of the impact on our clients' property. The EIAR outlines that there are no effective methods to reduce groundborne noise or vibration at source. The only two mitigation measures appear to be solely based on temporary rehousing, or additional glazing, which would be inappropriate to be undertaken in relation to our client's Protected Structure.</p> | <p>Please refer to response (3) - the protected nature of your buildings is accounted for in the assessments.</p> <p>As noted in response item (4), the duration of the TBM passage will be for a number of days only, up to a maximum of two weeks.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</li></ul> <p>Most building occupants will be able to tolerate the groundborne noise without issue, however it is recognised that some individuals may find its effect intolerable and will wish to vacate the property during the period of time it takes for the TBM to move away from their property. In these circumstances, mitigation may be required, on a case-by-case basis as set out in Appendix A14.6.</p> |
| 6                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 3        | <p>Table 14.49 indicates the residual noise and vibration impact of the Proposed Development on no. 9 Harcourt Terrace. This is outlined as groundborne noise that will have a high adverse significant impact on the residential use of our clients' property for an undefined length of time. This from an EIAR perspective is defined as being a temporary impact, which is defined under the EPA guidelines as an effect that lasts for up to a year. Our client has profound concerns about the usability of their property during this length of construction period, and the impact of such a lengthy process on the structural stability and any potential damage of their property. The mitigation measures proposed fail to address these in any way.</p> <p>The predicted groundborne impacts during the operation of the Project are predicted to be not significant. However, due to the continual nature of the impact, and change to the environment in terms of vibrations and noise, must be considered as being negative in the context of no. 9 Harcourt Terrace.</p>                                                                                                                                                    | As stated above in response (4), the advancement of the TBM will affect the property for a very short duration up to a maximum of 2 weeks. During this period the TBM may be audible in the building, but the predicted noise levels are not sufficiently high to effect the usability of the building. As outlined in response (3) above, the level of vibration is low and will not affect the structural integrity of the building. As a result, no mitigation is required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



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| 7                                                                                                                                      | How will the Metro impact no. 9 Harcourt Terrace (a Protected Structure)? | 3        | <p>It is also notable that the airborne noise impacts will be occurring at the same time as the groundborne impacts and it is predicted that these will be moderate to significant during construction. The combination or cumulative impact of these issues, and other construction impacts, of adjacent works, will have a profound negative impact on the amenity and structural stability, and has the potential to cause damage to our clients' property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The impact due to airborne noise presented in Chapter 13, Table 13.68 is the potential impact of construction works without any mitigation measures. Following this assessment, mitigation measures are proposed in line with the TII Airborne and Groundborne Noise Mitigation Policy including specific measure for the Charlemont Compound. These will include the use of 4m high construction site hoarding instead of standard 2.4 m high.</p> <p>Following these mitigation measures construction airborne noise levels at 9 Harcourt Terrace are expected to be below the threshold value of 65 dB (for more details please see Table 13.90 of the EIAR and Appendix 13.7 Construction Phase Modelling).</p> <p>With regard to structural integrity, EIAR Appendix A5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The settlement contours calculated were used to undertake the buildings damage assessment. Please refer to building AB-40 in Table 5-4 of this appendix.</p> <p>Currently, the building is assessed at Damage category 1 - Very Slight. The damage categories are described in detail in section 4.3.2 of the EIAR Appendix A 5.17, Building Damage Report. All buildings will be subject to pre-construction surveys and post construction surveys and any building damage caused will be repaired by TII.</p> <p>It is also important to recognise that as your property is designated a 'special' building (designated protected structure) and hence will be further assessed (Phase 3) at the detailed design stage to verify the impacts. The Phase 3 assessment will take account of final design and construction methodology details. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Regarding architectural heritage please refer to response item (1) above.</p> |
| 8                                                                                                                                      | Conclusions                                                               | 3        | <p>We have set out under this submission our client's concerns relating to the impact on their property in terms of structural and other damage; and its structural integrity, and noise impacts that would negatively the amenity of the property during the construction and operation phase of the Proposed Development.</p> <p>We respectfully submit that the groundborne impacts, in combination with air borne impacts will be unacceptable during the construction process, and it is critical that appropriate mitigation is achieved that does not disenfranchise the enjoyment and structural integrity and setting of our clients' property, which is a Protected Structure. Our client is concerned that any significant construction activity, particularly where the alignment is immediately adjacent to, albeit under the Protected Structure, has the potential to cause long term irreversible and costly damage to the historic fabric and structural integrity of their property.</p> | <p>As stated above no significant impact is predicted on the building structural integrity.</p> <p>Furthermore, as 9 Harcourt Terrace building is a designated protected structure and, as referred to EIAR Chapter 26, where the built heritage structures are in the vicinity of the proposed tunnelling these buildings will be included in the Property Owner Protection Scheme (POPS), whereby they are to have condition surveys carried out prior to the commencement of tunnelling and again after completion. In those cases where the POPS survey identifies that damage has occurred as a result of the tunnelling works repairs are to be to be prepared in accordance with method statements prepared by the POPS Conservation Architects and approved where necessary by the MetroLink Project Conservation Architect (PCA). Further detail on the POPS process can be found in Chapter 26 (Architectural Heritage), Chapter 21 (Land Take) and Chapter 11 (Population &amp; Land Use) of the EIAR.</p> <p>The only identified noise impact on the building occupants is represented by the noise produced by the TBM Passage for a short duration of up to two weeks. It is important to note that this slight exceedance in noise levels will not affect the "usability" of the building. TII will liaise with the owner to ensure the timing of these impacts are known.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9                                                                                                                                      | Conclusions                                                               | 3        | <p>We submit that the proposed development has the potential to and noting from recent tree clearance activity within the site will have negative impacts on the Protected Structure which will be detrimental to the existing fabric thereof and is contrary to National conservation policy as well as the conservation policies of the Dublin City Development Plan relating to Protected Structures.</p> <p>It is critical that the Finalised Scheme will take into account the need to uphold residential amenity by way of noise and vibration impact, and seek to further mitigate the additional noise and vibration impacts and their potential impacts on our client's property in a manner that is appropriate for its status as a Protected Structure.</p>                                                                                                                                                                                                                                     | <p>Appropriate mitigations have been included in the EIAR to protect both the structural integrity and amenity of the property. Please refer to responses above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                                    |                            |          | 058                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                            |                            |          | Deirdre Byrne and Family (38 Ashley Avenue, Swords, Co Dublin)                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                          | Section Ref.               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Ref: "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order 2022") |                            |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1                                                                                 | Paragraph 1<br>Paragraph 2 | 1        | I wish to make an objection to the proposed Linear Park design for the Ashley Estate as part of the proposed R132 upgrade project included in the Metro North plans. My objections are based on overlooking, loss of privacy, loss of view, loss of security, road safety hazards, loitering and increased noise levels. | <p>Thank you for your submission and for sharing your concerns related to the MetroLink Project. We have reviewed the submission and provided responses below.</p> <p><b>Landscape Reinstatement</b><br/>The proposed horizontal route alignment along the eastern side of the R132 Swords Bypass would result in significantly reduced landscape and visual impacts when compared to the alternative elevated options. This proposal aligns with the Fingal County Council's R132 Connectivity plans (recently consented in 2022) under the Fingal Development Plan 2017 – 2023 (Draft Fingal Development Plan 2023-2029), recently consented in 2022.</p> <p>The aim of the proposed landscape design for access to Ashley Estate is to keep within the Local Landscape Character Area (LLCA), as per the above mentioned Development Plan.<br/>Further acknowledging your concerns, TII is committed to working with local resident's groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p> <p><b>Traffic</b><br/>EIAR Chapter 03 (Background to the MetroLink Project) details the need for the Project, and illustrates the associated reduction in car trips when MetroLink is operational. Therefore, there will be reduced traffic volumes on the R132 as an attractive and efficient public transport option will be available.</p> <p><b>Antisocial Behaviour and Security:</b><br/>The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.</p> <p>Across the proposed MetroLink, Safety and Security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges.</p> <p><b>Noise Levels</b><br/>TII understand the reasons for your concerns and would like to provide the assurance that the potential noise disturbance impact on your property as a result of the proximity of the proposed retained cut and cover section has been carefully assessed. This includes the impact of noise and vibrations from Construction activities and the operation of MetroLink both of which have been assessed and reported in the EIAR.</p> <p>In relation to airborne noise and vibration during construction phase, EIAR Chapter 13 Airborne Noise and Vibration, Table 13.39 summarises the predicted impact on 47 - 51 Ashley Avenue, without additional noise mitigation is Significant to Very Significant during some of the work phases. With the noise mitigations, detailed in section 13.6.1, the construction impacts are reduced to below significant.</p> <p>EIAR Chapter 14, Section 14.4.1.1 indicates that there are not predicted to be any significant Groundborne Noise and Vibration impacts for the Ashley Estate Buildings.</p> <p><b>Construction Phase Planning</b><br/>TII's appointed contractor will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with Fingal County Council prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements</p> |

| Submission No.                                                                    |              |          | 058                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                          | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Ref: "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order 2022") |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                   |              |          | (1) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Operational Noise and Vibration<br>EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of operational groundborne and airborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment. |
| 2                                                                                 | Paragraph 5  | 2        | Ashley is a mature, 40-year-old estate which is shielded from the R132 and we wish to remain so. Passive surveillance has never been a design consideration of the area of R132 in front of our homes or further north. Ashley already enjoys a very strong, tight-knit community atmosphere and does not experience anti-social behaviour.<br>Introducing a linear open park, with several openings to the R132 and low wall with railings would create the very problems we are trying to avoid and turn our private green area into a wide-open thoroughfare. | Please refer to Response (1) above in relation to Landscape Reinstatement.                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3                                                                                 | Paragraph 6  | 3        | Ashley Ave residents will already be seriously impacted by construction of the Metro North which will pass under the Ashley green, less than 30M from our front doors, and to subject us to this linear park proposal which would see us lose our privacy, security and only usable green stretch of space, replaced instead with zig zag paths several openings directly on to a main road is extremely concerning.                                                                                                                                             | Please refer to Response (1) above in relation to operational traffic and security.<br>Please refer to Response (1) above in relation to Landscape Reinstatement.                                                                                                                                                                                                                                                                                                                       |
| 4                                                                                 | Paragraph 7  | 4        | ...we have stated from the beginning that we would like our green returned to its current state once tunnelling has been completed, with mature trees planted to provide privacy from passing traffic, double decker buses etc. Our support for the Metro North project will be withdrawn otherwise.                                                                                                                                                                                                                                                             | Please refer to response number (1) above on Landscape Reinstatement.                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                                                           |              |          | 059                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                   |              |          | Deirdre Vaughan (resident - 7 Fairfield Road, Glasnevin)                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Letter Re: Metrolink Plan - Glasnevin to Griffith Park. Impact on 7 Fairfield Road, Glasnevin, Dublin 9. |              |          |                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                        | Letter       | 1        | <p>I wish to object to the tunnel going underground under my property on the following grounds:</p> <ul style="list-style-type: none"><li>• Trespass into the subsoil under my property;</li><li>• Concern regarding the depth below ground level of the tunnel;</li></ul> | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below. Substratum land take is shown on the Property Drawings submitted with the RO application and on Figure 21.1. Subject to a railway order being granted for the Scheme, TII will have the right to acquire the substratum land beneath this property for the purpose of constructing the Metrolink Scheme and as such can not be considered to be "trespassing" under the property concerned.</p> <p>TII acknowledge your concerns regarding the depth of the tunnel beneath your property. For the MetroLink project, the depth of tunnel will vary along the route but it is expected that the average depth will be approximately 24m from ground level to track level. In the vast majority of cases the subsoil can be acquired without affecting the above ground property. For 7 Fairfield Road the following data are shown on the individualised property details plan (please refer to Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03061, ML4L-U37):</p> <ul style="list-style-type: none"><li>•Ground level to crown of tunnel (m) - 11.8.</li><li>•Ground level to track (m) - 18.5.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>• Significant and substantial vibration during construction;</li></ul>                                                                                                                                                               | <p>TII understand the reasons for your concerns and would like to provide the assurance that the potential disturbance impact on your property as a result of the proximity of the proposed tunnel and station has been carefully assessed. This includes the impact of noise and vibration from: the tunnel boring machine (TBM) and mechanical excavation; construction generated ground movements leading to settlement and possible building and property movement; and the operation of MetroLink. All of which have been assessed and reported in the EIAR and are summarised below.</p> <p>With exception of a temporary disturbance to occupants when the TBM passes your property, TII are predicting a 'not significant' impact to the building occupants and your building, or risk to the integrity of your house.</p> <p>Potential impacts associated with airborne noise and vibration during the construction phase of the proposed Project are addressed in Chapter 13 (Airborne Noise &amp; Vibration). As this location is in excess of approx. 400m from surface construction sites then no airborne noise or vibration impacts are expected.</p> <p>Chapter 14 considers Groundborne Noise and Vibration, the Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project for 7 Fairfield Road.</p> <p>* The predicted level of groundborne noise during TBM passage is 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on the building occupants.</p> <p>* The predicted level of groundborne vibration during TBM passage is 0.266 ms-1.75, which is lower than the VDV Threshold Level of 1.0 ms-1.75, resulting in a not significant impact on the building.</p> <p>Unfortunately, there are no effective methods are available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels. See Appendix A5.1.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</li></ul> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> |

| Submission No.                                                                                           |              |          | 059                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                   |              |          | Deirdre Vaughan (resident - 7 Fairfield Road, Glasnevin)                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 3                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>• Danger of collapse as a result of excavation;</li></ul>                                                                      | <p>TII will undertake a comprehensive procurement programme to ensure that the design and build contractors are suitably competent, that tunnelling equipment is state of the art and that the assessment of the impacts of the tunnelling are robust. The works will be overseen by TII and independent professionals assuring the works are fit for purpose. Your property is not directly over the tunnel and hence the risk of collapse impacting you property is remote.</p> <p>A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the TBM. The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>The EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that property Ref B - 158, as one of the representative properties on Fairfield Road selected similar to your property, has been assessed as falling within the '<i>Negligible</i>' category.</p>                                                                                                                                                                                                                                                                     |
| 4                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>• Drainage/flood risk, smells and odours;</li></ul>                                                                            | <p>There is no predicted impact on flooding, drainage, smells or odours due to the tunnelling process at this location and as your property is distant from both Griffith Park and Glasnevin Station there is no impact due to those works either.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>• Noise disturbance;</li></ul>                                                                                                 | <p>Please refer to response item (2) above related to noise and vibration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>• Impact on the environment and the heritage of my property which is over 100 years old; (7 Fairfield Rd, Glasnevin)</li></ul> | <p>The potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Please refer to response item (2) and (3) in relation to potential environmental impacts at your property.</p> <p>Please note that as there are no significant impacts predicted to the structure there is no heritage impact.</p> <p>A number of different forms of mitigation are specified, the most common of which, given the length of the tunnels to be bored, relates to the carrying out of condition surveys of buildings and other structures of architectural constraints in the proximity of the tunnel prior to and following the completion of the tunnels. This will be undertaken through the Property Owners Protection Scheme (POPS, refer to response item (10) below for more information) which will undertake condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and it will recommend repairs as appropriate.</p> |

| Submission No.                                                                                           |              |          | 059                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Organisation Name or Name of Submitter                                                                   |              |          | Deirdre Vaughan (resident - 7 Fairfield Road, Glasnevin)                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Item No.                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| Letter Re: Metrolink Plan - Glasnevin to Griffith Park. Impact on 7 Fairfield Road, Glasnevin, Dublin 9. |              |          |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 7                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>Area is quiet adequately serviced by public transport;</li></ul>                                                                                                                              | <p>The two stations nearest to your property are fundamental to improving transport links for Dublin and the local communities. Griffith Park Station will be accessed from the south off the existing access to Whitehall College of Further Education. The station will connect with bus routes on the R108 St Mobhi Road as well as walking and cycling routes. Glasnevin will be a major interchange station providing direct connections for passengers using MetroLink, the Western Commuter Line and the South-Western Commuter Line Iarnród Éireann services, local bus routes, walking and cycling.</p> <p>The EIAR Chapter 7 (Consideration of the Alternatives) describes the main alternatives considered at all stages of the MetroLink project development in order to clearly outline the decision-making process that has led to the proposed Project, including alternative route alignments and station location options.</p> <p>The need for the Project is clearly laid out in EIAR Chapter 3.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 8                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>Substantial damage to the foundations of my property;</li></ul>                                                                                                                               | <p>Please refer to response (3) above related to assessed impacts of construction generated ground movements and settlement on property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 9                                                                                                        | Letter       | 1        | <ul style="list-style-type: none"><li>Concerns with regard to boring and drilling and the impact on my property with a danger of collapse as a result of excavations.</li></ul>                                                     | <p>Please refer to response item (3) above related to assessed impacts of construction generated ground movements and settlement on property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 10                                                                                                       | Letter       | 1        | I reserve the right to submit further objections and I will be claiming substantial damages in respect of devaluations to my property. Please advise of the protection you have put in place to compensate and protect my position. | <p>Information regarding relocation and financial compensation related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |  |
| 11                                                                                                       | Letter       | 1        | I wish to record there was no consultation with me regarding the rerouting of the Tunnel which shows lack of respect on your part.                                                                                                  | <p>Please be informed that TII have undertaken an extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by the EIAR Chapter 8, Consultation, as well as undertaking a detailed and an extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce potential environmental impacts, that accompanies the MetroLink RO application.</p> <p>As detailed in Chapter 21 (Land Take), following a review of the Emerging Preferred Route (EPR) and the issues raised during the EPR Consultation, the Preferred Route was determined. Consultation on the Preferred Route (and associated land take) took place over an eight-week period from 26 March 2019 to 21 May 2019. A total of 2,132 submissions were received by email, post and at consultation events. Further details on the consultation process can be found in Chapter 8 as above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |



| Submission No.                                                        |                                               |          | 060                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                |                                               |          | Denis McLoughlin and Teresa Reid                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| RE: Observation on a Strategic Infrastructure Development Application |                                               |          |                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                     | Observation details<br><br>Section 5. Grounds | 3        | <ul style="list-style-type: none"><li>This application is in breach of the terms of an agreement entered in between TII and us. TII entered into this agreement in advance of this planning application. In these circumstances, it is submitted that TII ought to amend the application to agree with the terms to which it has already signed up.</li></ul> | TII do not understand what aspect of the agreement is alleged to have been breached. The agreement is confidential, and any issues are a matter as between the parties and not relevant to the Board's consideration of the RO application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2                                                                     | Observation details<br><br>Section 5. Grounds | 3        | The proposal includes 8.5 years of major and very deep construction work around 14m from the back wall of our home. As set out in the submission by McCabe Durney Barnes, the EIAR is wholly inadequate in addressing the very significant noise and vibration issues that the application accepts will occur over the extensive construction period.         | <p>TII do not agree that "the EIAR is wholly inadequate in addressing the very significant noise and vibration issues...". TII understand the reasons for your concerns and would like to provide the assurance that the potential impact of construction on your property has been carefully assessed. This includes the impact of noise and vibrations from: the tunnel boring machine (TBM), mechanical excavation and blasting; and construction generated ground movements leading to settlement and possible building and property movement. All of which have been assessed and reported in the EIAR and are summarised below. With the exception of a temporary disturbance when the TBM passes your property, TII are predicting a 'not significant' impact to the building occupants and your building, or risk to the integrity of your house.</p> <p>Construction Phase – Airborne Noise and Vibration<br/>EIAR Chapter 13 Airborne Noise and Vibration, Table 13.68 summarises the potential significant construction noise impacts from the construction of the proposed Charlemont Station, which includes receptor 25 for 9 Dartmouth Square West. The predicted impact without additional noise mitigation is Significant to Very Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the east, west and southern boundaries of the Charlemont construction compound, and a 7m high noise screen along the northern boundary. Surface activities to support sprayed concrete tunnel construction will be enclosed within an acoustically clad steel framed building to control airborne noise breakout to surrounding receptors. With these mitigations in place the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration<br/>EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne noise and vibration levels during the construction phase of the Project for 9 Dartmouth Square West:</p> <ul style="list-style-type: none"><li>The predicted level of groundborne noise during TBM passage is 47 dB LASmax, which is above the 45 dB LASmax threshold resulting in a significant impact on the occupants of the building for the relatively short duration of TBM passage.</li><li>The predicted level of groundborne vibration during TBM passage is 0.227 ms-1.75 day and 0.191 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</li><li>The predicted level of groundborne noise during mechanical excavation at Charlemont Station is 39 dB LASmax, which is below the 40 dB LASmax threshold resulting in a not significant impact on the occupants of the building.</li><li>The predicted level of groundborne vibration during mechanical excavation at Charlemont Station is 0.003 ms-1.75 day and 0.002 ms-1.75 night, well below the VDV Threshold Level of 0.8 ms-1.75 day and 0.4 ms-1.75 night, resulting in a not significant impact on the building.</li><li>The predicted level of vibration during blasting at Charlemont Station is 6.8mm/s PPV (Peak Particle Velocity), which is below the 8mm/s PPV threshold resulting in a not significant impact on the building.</li><li>The predicted level of air overpressure during blasting at Charlemont Station is 110.8dB, below the Threshold Level of 125dB, resulting in a not significant impact on the building.</li></ul> |

| Submission No.                                                        |              |          | 060                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                                                       |              |          |                                  | <p>Unfortunately, there are no effective methods available to reduce groundborne noise from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> <p>Construction Generated Ground Movements<br/>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on 9 Dartmouth Square West and has been predicted to not exceed the 'Slight' category, an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>With particular regards to Protected Structures, these properties have been designated as "special" and hence a further Stage 3 refined assessment will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also draw attention to the The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |

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| Organisation Name or Name of Submitter                                |                                               |          | Denis McLoughlin and Teresa Reid                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 3                                                                     | Observation details<br><br>Section 5. Grounds | 3        | <ul style="list-style-type: none"><li>• The building work undertaken in connection with the development at 2 Grand Parade has resulted in vibrations that have damaged our property. This work was further removed, at shallower depths and took place over a shorter period than the proposed work on a metro station. The inadequate proposals in this application would see our property further exposed to damage.</li></ul>    | As noted by response (2) TII have carefully assessed the potential construction impacts on your property, with proposed mitigation measures outlined.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                                                                     | Observation details<br><br>Section 5. Grounds | 3        | <ul style="list-style-type: none"><li>• The submission accepts that the value of our property 'may' be impacted by the very significant 'noise, vibration, traffic or air pollution'. There is absolutely no doubt that the scale of construction activity, the noise and vibration, the closeness to our home and the loss of part of our property (the lane) will have a very material impact on the value of our home.</li></ul> | <p>TII are of the view that MetroLink construction will not have a long term and permanent negative affect. There is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. The benefits of the project for all communities along the MetroLink route are described in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges. With regards to the particular potential construction environmental impacts noted by the observation:</p> <p>Noise and Vibration Construction Phase<br/>As noted by response (2) above, with the exception of temporary disturbance during the passing of the TBM, no significant impact is being predicted from noise and vibration.</p> <p>Traffic<br/>MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> |

| Submission No.                                                        |                                               |          | 060                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                |                                               |          | Denis McLoughlin and Teresa Reid                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                                       |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Air Quality</p> <p>Potential air pollution from the construction works will primarily be caused by dust, however there is also potential for impacts from construction traffic along public roads and the redistribution of private vehicle traffic. In order to sufficiently ameliorate the likely air quality impact, a schedule of air control measures has been formulated for the proposed Project.</p> <p>A Dust Management Plan (Appendix A16.4) will be implemented to mitigate the impacts of airborne dust, that will include:</p> <ul style="list-style-type: none"><li>• Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>• Any blasting will be completed by specialised contractors with a specific blasting dust management plan; and</li><li>• Hoarding will be provided around the construction compounds.</li></ul> <p>As explained by EIAR Chapter 10, Human Health, section 10.5.1.1, as construction dust is quite large (30 microns in diameter) and falls to the ground relatively quickly, it would not be deemed to have a significant adverse health impact as the dust does not stay airborne and is not inhaled. When the dust minimisation measures are implemented, fugitive emissions of dust from site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors.</p> <p>The air dispersion modelling assessment of Construction Phase traffic emissions has found that the proposed Project will result in no significant adverse effects to air quality from construction traffic. Nonetheless measures will be put in place to minimise emissions, including:</p> <ul style="list-style-type: none"><li>• Implementation of a policy which prevents idling of vehicles both on and off-site including HGV holding sites;</li><li>• Construction Phase traffic to be monitored to ensure construction vehicles are using the designated haul routes;</li><li>• Efficient scheduling of deliveries to minimise number of deliveries required, and in turn their emissions; and</li><li>• Construction vehicles will conform to the current EU emissions standards.</li></ul> <p>Loss of Property</p> <p>TII would like to take the opportunity to confirm that access to the laneway to the rear of Dartmouth Square West will be maintained except for a short period to enable the installation of acoustic barriers to mitigate noise impacts to the properties on Dartmouth Square.</p> |
| 5                                                                     | Observation details<br><br>Section 5. Grounds | 4        | <ul style="list-style-type: none"><li>• The protection of our home was the reason we entered into a legal agreement with TII which, as noted above, this application breaches. Charlemont is a very poor location for the terminus of this line:</li><li>o It is a poor connection to the LUAS with a long walk of up to 400m to get from the LUAS to the Metro.</li><li>o One side of the site is bounded by Grand Parade which is a busy, congested traffic route with no parking. The other side is Dartmouth Road, a residential road unsuited to heavy traffic flows through night and day.</li><li>o It creates a bias towards cannibalising the LUAS line in any future southern extension of the Metro instead of using this as an opportunity to provide other areas of the southside with access to transport infrastructure.</li></ul> | <p>Please refer to response item (1) in relation to the agreement.</p> <p>TII do not agree that Charlemont is a poor location for an interchange with the Luas Green Line for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Organisation Name or Name of Submitter                                |              |          | Denis McLoughlin and Teresa Reid |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                                                                       |              |          |                                  | <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Alleviation of Traffic Congestion<br/>TII would note that the observations made with regards existing traffic congestion is one of the reasons why MetroLink is such an important project for the Greater Dublin Area. The proposed Project 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.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> |

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|                                                                       |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                | <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the Project station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both have been sized for Metro to Luas, and Luas to Metro passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the new Hines building development. With this infrastructure in place, the VisWalk model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> |
| 6                                                                     | Observation details<br><br>Section 5. Grounds | 4        | <ul style="list-style-type: none"><li>• A terminus in a more central location would provide a better solution:</li><li>o A terminus at St Stephen’s Green would save a very substantial spend (probably c. €700m)</li><li>o It would provide a better connectivity to the LUAS</li><li>o It would provide better connectivity to other public transport solutions such as Dublin Bus</li></ul> | <p>Connectivity and Interchange</p> <p>TII do not agree that an alternate location, including St Stephen's Green would provide a better solution. Charlemont is the most appropriate interchange location for the reasons set out by response (5) above and further expanded on below.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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 2021 and make Dublin a more liveable and sustainable city.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> <p>Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p>                                                                                        |



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|                                                                       |              |          |                                  | <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. The fact that the Charlemont Station is now being referred to and considered as a "terminus station" rather than an interchange station, does not increase the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise, vibration and other environmental effects.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise. TII's role is to deliver Metrolink as set out in the Transport Strategies.</p> <p>Cost of an Interchange Provided at Charlemont<br/>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any case, TII do not agree that there is an opportunity to save money by stopping MetroLink at St. Stephen's Green and providing an interchange with the Luas Green line at this location for the reasons set out by response (5) and the above.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |

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| Organisation Name or Name of Submitter |                       |          | Desmond and Kathleen Rice (residents - 103 Phibsborough Road)                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 1                                      | Observations/Concerns | 1        | We would like to know who's idea it was to built a tunnel under our property and destroy our quality of life and piece of mind.<br>Why is the MetroLink Tunnel not running under the main Phibsborough Road instead of running under residential homes? Our quality of life will be destroyed for 6-8 years while the tunnel is being built with noise, pollution, disturbance etc. Also noise from trains running day and night every 3 minutes. | <p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink project.</p> <p>EIAR Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the proposed Project, including the selection of Glasnevin Station. In line with the Transport Strategy for the Greater Dublin Area, Glasnevin station offers significant interchange value with the heavy rail network, with the rail lines at their closest point on the western side of Prospect Road, allowing for a more effective opportunity to transfer. Due to the preferred location of Mater Station ~600m away for onward travel into the city centre, the required curvature radius of the tunnel precludes the alignment from traversing under the R108 Phibsborough Road at this particular location to ensure maximum operating efficiency.</p> <p>Potential impacts associated with noise and vibration during the construction phase of the proposed Project are addressed in EIAR Chapter 13 (Airborne Noise &amp; Vibration) with mitigation measures proposed where required. The assessment of airborne noise and vibration during the construction of Glasnevin Station includes the consideration of the closest noise sensitive receptors to the works. Noise mitigation measures that will be put in place will also work to reduce potential noise impacts at this address which is approximately 125m from the works. As noted in Chapter 13, Section 13.6 mitigation measures include but are not limited to noise barriers and site hoarding, selection of quiet plant and a Noise &amp; Vibration Management plan which will be developed and used by the Contractors. This has also been assessed as part of Chapter 10 Human Health where through mitigation measures that no significant adverse human health impact is predicted and therefore there will be no impact on quality of life.</p> <p>EIAR Chapter 14 presents the assessment of Groundborne Noise and Vibration during Construction, with Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presenting predicted groundborne noise and vibration levels during the construction and operation phases of the project. The predicted groundborne noise during TBM passage is 49 dB LASmax which is above the Threshold Level of 45 dB, indicating a significant adverse impact for a short-term duration of up to 2-weeks when the TBM is passing this address. It should be noted that this will be transient in nature and will peak for 2-3 days where the TBM is closest to the property. Predicted vibration during TBM passage through Phibsborough Road is a not-significant level of 0.265 ms-1.75, below the threshold level of 1.0 ms-1.75 VDV at this location. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source. Advance public consultation and stakeholder engagement will be developed to inform the building occupants in advance of the TBM. A full monitoring and auditing programme will form part of the Construction Environmental Management Plan which will be agreed with the Local Authorities prior to the commencement of the Construction Phase.</p> <p>Should the Project be approved, prior to the commencement of any construction works, a detailed noise assessment for each work site will be undertaken based on the most up to date information for each. There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the Construction Phase of a project. Local authorities normally control construction activities by imposing limits on the hours of operation and consider noise limits at their discretion. Additionally, as noted in Appendix A5.1 Outline CEMP Table 6.2, the Contractor undertaking the construction of the works will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228-1 (BSI 2014a).</p> <p>During operation of the railway groundborne noise is predicted to be 34 dB LASmax, which is below the threshold of 40 dB LASmax. Operational vibration at this building is predicted to be 0.008 ms-1.75, well below the threshold level of 0.8 mms-1.75 VDV. There are therefore no predicted significant impacts during operation at this location.</p> <p>In relation to pollution, it should be noted that these impacts will primarily be driven by works at Glasnevin Station and not necessarily tunnelling activities. Groundborne noise &amp; vibration is the primary disturbance/impact from tunnelling at this location and is covered in the paragraph above. Nonetheless, Appendix A5.1 Outline CEMP provides a number of mitigation and monitoring measures that the Contractor will adhere to throughout the Construction Phase of the project to reduce the impacts such as pollution through air quality, traffic and general construction activity mitigation measures. Section 6 of the Outline CEMP provides an overview of these measures.</p> |
| 2                                      | Observations/Concerns | 1        | We have lived here for almost 30 years, we had intended to retire to the country, it does not look like that now, due to MetroLink running under our property. Who would buy this property?                                                                                                                                                                                                                                                       | The substratum value for deep tunnel projects is that it is has no value in the market due to its depth below the surface and its limited use, therefore property values should not be impacted. TII do not agree that the development will have a long term and permanent negative affect on the value of property. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                                      | Observations/Concerns | 2        | We wish to strongly object to Transport Infrastructure Ireland for running a MetroLink under our property, when it can be easily run under the main Phibsborough Road, why not do this? We would like to know.                                                                                                                                                                                                                                    | Please refer to response item (1) in relation to the justification for the tunnel alignment from Glasnevin.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| 1                                                                                                                                                                                                                    | Cover letter - Impact on amenity and function as a statutory public park | 3        | <p>Having reviewed the Railway Order application documentation including the Environmental Impact Assessment Report (EIAR) prepared for the scheme, the Department is of the view that the construction of a station for MetroLink at the Green, as currently proposed, will impact on the amenity and function of the Green as a statutory park. The applicant needs to ensure that the effect of this impact will not be long-term and can be fully and quickly mitigated.</p> <p>Section 27.5.4.1 13 of the EIAR acknowledges that: "<i>the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of 'the Green', however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place.</i>" Further noting that: "<i>Once the reinstatement works are completed the severe negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible</i>"</p> <p>Review of the supplied photomontages (V22.1-V22.6) further reinforces this assessment of the long-term impact to the Green.</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, 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) and mature specimen trees 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. TII will work with the OPW and commit to ensuring a newly planted/ replanted areas contain a significant percentage of mature specimen trees. The precise percentage can be consulted on with OPW.</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 and is confined to the east side (adjacent to the Park fence line) of the Park only. A total of 64 trees (of class A, B, C are to be removed). We have identified 5 of those trees as being "A class" in accordance with BS 5837, which are generally large, high-quality trees, the remainder are of class B and C, deemed to be of moderate to low quality specimens. Trees are to be planted to replace those removed.</p> <p>Proposed mitigation of other construction works impacting the Park are noted in the EIAR and include reinstatement of the memorials, railings, bollards, lamp standards and paving which are to be reinstated on completion of the work. Further details of these mitigation works are provided in the EIAR Chapter 26, Architectural Heritage. New permanent infrastructure required within the park, for example the ventilation structures, will incorporate materials chosen to respect the surrounding 18th century Georgian brick architecture.</p> <p>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 the construction phase, only 5% of the Park area is taken. 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 St. Stephen's Green as a key Dublin landmark and destination.</p> |

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| 2                                                                                                                                                                                                                    | Cover letter - Impact on amenity and function as a statutory public park | 3        | <p>Review of the Consideration of Alternatives (EJAR Chapter 7 and Appendices A7.3-A7.5; A7.7-A7.8) indicates that viable alternative designs for a station at this location were identified. These potentially offer much greater capacity to preserve and maintain the amenity and function of the Green as a statutory public park during both Construction and Operation Stages. The St Stephen's Green Station - Mined Options Report (EIAR Appendix A7.5), for example, notes that the current preliminary design performs worst with "regards to 'Property Impaction SSG Park', 'Biodiversity', 'Landscape and Visual', 'Archaeology/Cultural Heritage', and 'Architectural Heritage' criteria".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>In evaluating alternatives and options, including for St. Stephen's Green Station, impacts and benefits, both short-term temporary construction (considering the operational life span of the proposed Project), and long-term permanent (operational phase of the proposed Project) have to be carefully balanced, considering a wide range of criteria that cover Project Objectives, Environment, Engineering and Economy (E.g. programme and risk).</p> <p>It is not appropriate to focus solely on a particular evaluation criteria in isolation since this will not result in the optimum overall solution / option being selected. In the case of St. Stephen's Green Station, while TII acknowledge that the preferred station location and construction methodology for the station is not the least environmentally impactful solution for St. Stephen's Green Park, when this is balanced and considered against the long-term strategic need for and operability of the Station / MetroLink, the mined solutions are deficient in terms of; the significant increase in the construction programme, which in turn results in a significant increase in the duration of MetroLink construction and associated environmental impacts. The mined options would also deliver a poor quality passenger experience (compared to the station box) due to more enclosed passenger areas and less efficient end loaded platforms, resulting in an operationally less attractive and less efficient Metrolink station for passenger experience. This would not align with the MetroLink Objective to "Provide an efficient, low carbon and climate resilient public transport service which contributes to a reduction in congestion on the road network in the Dublin region".</p> <p>This is compared to what TII would consider is a temporary impact to a very limited area of the Park that will be mitigated, and in the permanent long-term case the Park can be returned to its existing condition (also refer to Response (1) above).</p> <p>Attention is also drawn to EIAR Chapter 7, Consideration of Alternatives of the EIAR, and in Appendices to the Chapter (A7.3, A7.5, A7.7 and A7.8). It is very important to recognise and is evident, that a significant level of analysis was undertaken to identify alternatives, 16 alternatives (10 cut and cover, 6 mined) in total were considered. Each were assessed against multiple criteria to inform the determination of the preferred station location for St. Stephen's Green.</p> <p>This analysis considered potential environmental effects on St. Stephen's Green Park, potential effects on buildings on the east and north sides of St. Stephen's 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. The analysis identified that the proposed station location on St Stephen's Green East partially under St. Stephen's Green Park is the preferred option because:</p> <ol style="list-style-type: none"><li>1. It avoids significant impact on existing utilities beneath the carriageway of St Stephen's Green East</li><li>2. It effects just 5% of the Park area during the construction phase, reducing to 0.2% of the Park area following full re-establishment</li><li>3. It reduces significantly the impact on traffic flows during the construction phase</li><li>4. It avoids the requirement for a separate intervention shaft</li><li>5. It has a shorter construction duration when compared to some other options including mined options</li><li>6. It delivers an optimum passenger experience resulting in an operationally efficient metro station</li></ol> <p>In addition, all heritage features such as monuments, railings, bollards, and paving stones can be fully reinstated following the construction phase. This option also negates the potential for direct impacts on properties to the east side of St Stephen's Green East road, on critical utilities including a major sewer (a critical piece of infrastructure) serving the Dublin population, and on the roadway which is an important access route to the city centre, particularly for public transport.</p> |
| 3                                                                                                                                                                                                                    | Cover letter - Archaeology and National Monuments                        | 4        | <p>1 Lissenhall Bridge (RMP DU011-081—; Protected Structure No 341 (Fingal)) Lissenhall Bridge is a Protected Structure and Recorded Monument as well as a National Monument under the criteria defined in Section 2 of the National Monuments Act 1930-2004. The bridge originally dates from the late medieval period and elements of this medieval structure are clearly identifiable within the extant bridge structure. This has been confirmed by a number of recent surveys as outlined in Table 25.6 of the EIAR. The EIAR has correctly identified that likely significant effects to this National Monument could occur at Construction Stage as a result of nearby construction works (particularly necessary piling works) and also from the transit of construction vehicles. The proposed mitigation measures to be implemented are vibration monitoring and the hoarding off of the bridge during construction to prevent all but pedestrian access (see Table 25.9). Chapters 13 and 14 of the EIAR clearly set out the general vibration threshold limits that will be applied in relation to historic structures and Table 25.9 further notes that the thresholds implemented for this site will be agreed in advance with the Department. However, there is no specificity within the EIAR as to the minimum buffer or exclusion zone that will be maintained for the placement of hoarding, obstruction and signage to prevent access by construction vehicles and machinery. The EIAR notes that hoarding/obstruction shall be placed "close to, but not on, the bridge deck".</p> <p>Recommendation The Department recommends that either an acceptable minimum distance from the bridge structure should be specified or it should be specified that the minimum acceptable distance will be agreed with the Department in advance.</p> | <p>Hoardings will be located and designed to ensure there is no risk to Lissenhall Bridge structure from construction works, plant and equipment. TII will introduce a requirement in its contracts to ensure that no construction work are to occur within a 10m limit of Lissenhall Bridge ensuring clear separation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| 4                                                                                                                                                                                                                    | Cover letter - Archaeology and National Monuments | 5        | <p>2 14-17 Moore Street and 8-9 Moore Lane, Dublin 1 (Preservation Order No. 1/2007; SMR DU018-390—; Protected Structure Nos 5282-5285 (DCC)). This set of buildings are collectively a National Monument (DU01 8-390 — ) in the ownership of the Minister of the Department of Housing, Local Government and Heritage. They are also subject to a previous Preservation Order (PO 1/2007) as well as individual listings as Protected Structures. The buildings are closely associated with the events of Easter 1916; No. 16 is accepted as the final headquarters of the 1916 leaders and is the location where the decision to surrender was taken. The EIAR does not indicate any likely direct impacts to this National Monument as a result of the construction of the proposed development. It does note a potential for significant indirect impact as a result of vibrations from the construction works, and an appropriate mitigation strategy for this has been outlined. However, construction of the proposed station as currently designed is predicated on its integration within an over-site development (see Section 4.17.9 of the EIAR) generally referred to as Dublin Central Site 2. This over-site development depends upon receipt of a separate and independent grant of planning permission and its footprint is expected to be substantially larger than that of the proposed station.</p> <p>• Section 4.17.9.3 of the EIAR notes that: "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 in the EIAR. The cumulative effect of the over-site development is considered in the EIAR Chapter 31 [sic] (Cumulative impact of interactions between other projects)".</p> <p>• Section 30.3.1 of the EIAR—identifying relevant projects for inclusion in the cumulative impact assessment—then states that: "the Hammersons Dublin Central Site 2 Project is not included among the developments as at the time of writing planning permission had not yet been obtained but also it is not included in this cumulative impacts assessment to avoid duplication in the assessment. It is noted that there would be a direct interface between these proposed Project [sic] and this development and the potential impacts of which have been assessed in the technical chapters within this EIAR".</p> <p>• Chapter 25 of the EIAR only explicitly considers Dublin Central Site 2 in relation to the 'Do Nothing' scenario (Section 25.2) without specific reference to any potential interactions with the National Monument.</p> <p>• Chapter 26 of the EIAR, dealing with Architectural Heritage, does discuss the potential impacts of the development both with and without the over-site development (see Section 26.5.4.10).</p> <p>The Department is concerned by this general inconsistency in the supplied documentation and is concerned that the potential for indirect and cumulative impacts to the National Monument may not have been fully assessed.</p> <p>2.1 Recommendation It is recommended that both indirect and cumulative impacts to 14-17 Moore Street and 8-9 Moore Lane need to be further addressed as part of the EIAR.</p> | <p>The potential for impacts (including indirect and cumulative impacts) on the National Monument (SMR DU018-390) has been fully assessed in Chapter 25, Archaeology and Cultural Heritage, and Chapter 26, Architectural Heritage, of the EIAR. These assessments assess what is required to construct the MetroLink station and Dublin Central Phase 2. In EIAR Chapter 25, the assessment is presented in Table 25.9 (Refer to ACH 177 - ACH 180). For the purposes of the assessment in Chapter 25, the assessment concludes that as site clearance is required for MetroLink either independently or with Dublin Central, the impacts and mitigation measures presented in Table 25.9 cover the potential effects on archaeology in both scenarios. Mitigation measures are proposed which are "Any works to be undertaken within the defined proximity zone of the National Monument will be undertaken under Ministerial Consent". Likewise, in Chapter 26, the analysis presented considers that the potential effects associated with the MetroLink construction with or without Dublin Central are similar. The potential effects are associated with the required demolition of buildings (regardless of which project demolishes the buildings), vibration and settlement risks associated with the project. Refer to Table 26.55 which indicates that the potential significance of direct effect on these buildings is "very high" during the construction phase. (Please refer to impact reference AHI-76, AHI-77, AHI-78 and AHI-79). As a result mitigation measures have been applied to these buildings and these are "The exclusion zone established by the Ministers office is to be maintained at all times and settlement and vibration monitoring is to be carried out as a precautionary measure. The threshold limits are to be agreed with the Ministers office. In the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. Structures adjacent to the haul route are to be protected from potential damage by means of strong hoardings during construction". The impact would decrease to imperceptible following mitigation.</p> <p>The impacts of the proposed Project and the other elements of the proposed Dublin Central project (beyond the immediate MetroLink site (Dublin Central Site 2) have not been assessed In Chapter 31 Cumulative Impacts as none of these projects were permitted projects at the time of writing. However as is standard procedure, prior to the Oral Hearing, a gap assessment list of projects that are deemed valid since the last data gathering exercise was carried out will be produced and will include other Dublin Central planning applications (excluding Site 2 for reasons above) if they have been granted planning permission at that stage.</p> |

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| 5                                                                                                                                                                                                                    | Cover letter - Archaeology and National Monuments | 6        | <p>3 Saint Stephen's Green (RMP DU018-020334-; Protected Structure Nos 77517761 (DCC)) Saint Stephen's Green ("the Green") is a Protected Structure and Recorded Monument as well as a National Monument. The current proposal is to site a station within the Green and the EIAR identifies the significant effect that this will have on this National Monument:</p> <ul style="list-style-type: none"><li>• Chapter 25 "Archaeology and Cultural Heritage" characterises the effect as very significant direct negative (permanent) during the Construction Stage and very significant indirect negative during Operation Stage.</li><li>• Chapter 26 "Architectural Heritage" characterises the effect as profound direct negative during the Construction Stage and very significant indirect negative during Operation Stage.</li><li>• Chapter 27 "The Landscape" characterises the effect as very significant negative during the Construction Stage and very significant negative during Operation Stage.</li></ul> <p>While certain mitigation measures are outlined within the EIAR the residual effect, even taking account of these actions, remains significant, intrusive and ongoing through both the Construction and Operation Stages. Preservation by record of sub-surface archaeological features, removal, storage and replacement of the historic furnishings (such as railings, paving, etc.) are entirely feasible and achievable. However, construction of the station as currently proposed will result in increased hard landscaping, introduction of upstanding structures into the footprint of the park and loss of mature trees and canopy that will result in long-term to permanent effects on the amenity and setting of this National Monument. It is clear in reviewing the Consideration of Alternatives (EIAR Chapter 7 and Appendices A7.3-A7.5; A7.7-A7.8) that the proposed location for the station at the Green was not the only viable option.</p> <ul style="list-style-type: none"><li>• The St Stephen's Green Station Options Assessment Summary (EIAR Appendix A7.8) notes that: "Of the 16 alternatives considered [including Preferred Design], location 8 and mined options 1 and 3 were considered viable [in addition to the Preferred Design]."</li><li>o Location 8 would place the station wholly under the carriageway of Saint Stephen's Green East.</li><li>o Mined Options 1 and 3 would be partially constructed underground with much more limited interventions at surface level.</li></ul> <p>The likely overall effect of the development to the Green —encompassing all its intrinsic characteristics—at both Construction and Operation Stage would be substantially reduced, if any of these three alternatives had been adopted, with certain specific potential impacts eliminated or considerably reduced in scale and scope. In that regard, the St Stephen's Green Station -Mined Options Report (EIAR Appendix A7.5) notes that: "[Mined] Option 3 performs the best in terms of minimising the impact on St. Stephen's Green Park both during the construction and operational phases, noting that during the construction phase the Park's railings would be removed temporarily to ensure they are protected. In contrast Option 0, the current Preliminary Design performs the worst by a considerable margin both during the construction and operational phases of the station compared to the other options, which includes for during construction a haul road and logistics being located within the Park, and five ventilation 'pop ups' in the permanent case (operational phase). [Mined] Option 1, construction and permanent land take is confined to the Plaza area of the Park and also necessitates the removal of a section of the Parks railings." It is clear that in selecting the location and design for the station at the Green, as currently proposed, consideration of the overall effect to the intrinsic characteristics of the National Monument (encompassing factors such as property impact, landscape, amenity, archaeology/cultural heritage and architectural heritage) has been weighed more lightly. It is clear in reviewing the EIAR and supporting documentation that factors such as programme, cost and consistency of architectural design have been privileged. The Department is of the opinion that the proposed station option has prioritised construction requirements above a sufficiently weighted assessment of the long term impacts on The Green.</p> <p>Recommendation The Department recommends that careful consideration be given to the proposed alternative station locations and/or construction methodologies assessed in the EIAR for the proposed station at St Stephen's Green. Such consideration would benefit from clarification of the issues raised above.</p> | <p>TII have undertaken significant assessment of alternative options for the MetroLink station as presented in Chapter 7 Consideration of Alternatives of the EIAR (Refer to New Metro North Alignment Options Report (TII 2018), Section 7.7.10.10 of this chapter) and associated appendices (Appendices A7.5, A7.7 and A7.8).</p> <p>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. As previously noted, 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.</p> <p>It is correct to say that the protection of the Park was not the only consideration in the identification of the preferred station option here. The location of the station was also 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. There would be significant and prolonged impacts on this side of St. Stephen's Green if the Location 8 that was located entirely outside of the Park is preferred. In fact, the Alternatives Assessment demonstrates that this critical functionality on this side of St. Stephen's Green would have been very difficult, if not practically possible, to achieve if Location 8 were chosen. In effect, the preferred option was a compromise solution balancing the impact on the Park while allowing the east side of St Stephen's Green Park to continue to function.</p> <p>Appendix A7.5 to the EIAR presents an analysis of the alternative construction methodology of mining the station which would allow for construction of the station with a smaller footprint at ground level. However these mined options were ruled out as they would increase the length of the construction phase (and as a result environmental impacts) by between 2 and 3.75 years and they would ultimately make it more difficult for the Project to achieve its objectives of providing a high quality operational station. It is acknowledged in Chapter 27 of the EIAR that the full maturation of replacement trees for those removed will take a significant period of time to re-establish (albeit that TII has committed to replanting a significant proportion of Mature Specimen Trees). However, on completion of the construction phase, by 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.</p> <p>With regard to the permanent elements of 'upstanding structures' introduced into the park, for example the ventilation structures, these will incorporate materials chosen to respect the surrounding 18th century Georgian brick architecture. Please also refer to Responses (1) and (2) above.</p> |



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| Item No.                                                                                                                                                                                                             | Section Ref.                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 6                                                                                                                                                                                                                    | Cover letter - Architectural Heritage  | 9        | The Department is concerned that the underlying significance of the historic city and suburbs (including medieval origins, the surviving legacy of the Georgian city, and the later designed elements and landscape of the C19 <sup>th</sup> suburban expansion) would be undervalued where a narrow focus is placed on the proposed route, and where individual sites and historic places are not fully evaluated.                                                                                                                                                                                                                                 | <p>TII would like to provide the assurance that the underlying significance of the historic city and suburbs is respected and has been taken account of by the EIAR, in particular Chapter 26 Architectural Heritage. All potential impacts on individual sites and historical places are fully evaluated in the EIAR (again in particular at Chapter 26) and all required mitigation measures are identified, described and assessed).</p> <p>The proposed route is entirely below ground through the historic city and its suburbs, with the exception of necessary above-ground elements at stations such as accesses, ventilation shafts and skylights, which have a very localised presence. In some cases, such as Collins Avenue, Mater and St. Stephen's Green stations, the ground above is to be reinstated following construction, while at other locations, such as O'Connell Street, Tara Street and Charlemont Stations, the above-ground development would be carried out by others. In all cases, reinstatement and landscaping will be required to integrate the MetroLink above ground elements sympathetically with the existing environment and will need to be agreed with DCC.</p> <p>For this reason, the impact of the Project when complete will have a physical presence that is in keeping architecturally with the existing environment, with no direct impacts on the architectural heritage of a wider area.</p> <p>The EIAR assessment does also consider the wider effects of construction and tunnelling activity in terms of the impact of construction generated vibration and settlement on buildings beyond the immediate surface elements of the Project. The outputs of these assessments have fed into the analysis presented in Chapter 26 Architectural Heritage.</p> |
| 7                                                                                                                                                                                                                    | Cover letter - Architectural Heritage  | 9        | A key concern arising is that the architectural heritage impact has not been adequately considered in its widest context. The effect on protected structures and the mature character of their settings, and the impact of enabling works, demolition, excavation, construction and intensification of use have not been fully identified or appraised. Planning permission for works adjacent to protected structures typically is addressed in detail to ascertain the impacts on significance and character in the context of the Planning & Development Act 2000, and as per the Architectural Heritage Protection Guidelines, published 2011 . | EIAR Chapter 26, Architectural Heritage, assesses the potential impacts of the proposed Project on all elements of architectural heritage and identifies potential for direct and indirect impacts on these features. As the majority of the proposed Project is underground, the areas where there is potential for direct impacts are few. Potential impacts on Protected Structures and their settings resulting from the proposed Project (due to the proposed works) on each individual feature are presented in Section 26.5 of EIAR Chapter 26. For each feature, there is a description for the potential element of the works that could cause an impact and the significance of effect on each site is presented (based on a rating of the value of the site and the potential magnitude of impact) together with all required mitigation measures.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8                                                                                                                                                                                                                    | Cover letter - Architectural Heritage  | 9        | <p>The impact arising from this infrastructural project includes extensive excavations in close proximity to protected structures, historic infrastructure, the demolition of boundaries, alteration of formal squares and streetscape character, and the removal of mature settings and amenity from C18<sup>th</sup> and C19<sup>th</sup> residential conservation areas. The cumulative scale of the impact is of particular concern.</p> <p>The overall impact that will occur has not been fully documented, nor has adequate provision been made for conservation and re-making post construction.</p>                                        | <p>The impact of enabling works, demolition, excavation and construction are identified, described and assessed in the EIAR Chapter 26, Architectural Heritage. Further, undertakings have been given to have conservation method statements prepared by the Project Conservation Architect and be implemented at construction stage.</p> <p>Please also refer to Response (7) above.</p> <p>The construction methodologies assessed are neither unusual nor novel and have been proposed based on the environment within which the works are to be undertaken and are commonplace in many urban settings adjacent to protected structures and historic infrastructure. Impacts can be managed in accordance with the Construction Environmental Management Plan (CEMP) to minimise impacts.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 9                                                                                                                                                                                                                    | Cover letter - General recommendations | 10       | The Department would welcome further consideration of the design strategy, in particular the 'cut and cover' approach and would favour tunnelling where possible to avoid architectural heritage impacts. It should be noted that this approach may facilitate more timely delivery, as it will reduce reliance on demolition and disturbance of existing built heritage.                                                                                                                                                                                                                                                                           | <p>The majority of the proposed alignment, and all of the sections through fully developed urban areas will be tunnelled, minimising impacts on the existing urban fabric and the built heritage. With regards to stations, even for mined stations, surface penetrations are necessary to enable the construction of a mined station, and also for access to the station when operational, plus surface penetrations required for ventilation, lifts and emergency access. As a result, some amount of impact on architectural heritage is unavoidable, but noting this is minimal for the reasons set out by Response (7) above.</p> <p>It is also incorrect to state that mined stations construction will deliver a more timely delivery, in fact the Alternatives Assessment EIAR Appendix A7.7 demonstrates that mined station construction would serve to lengthen the overall duration of the construction programme and its environmental effects.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10                                                                                                                                                                                                                   | Cover letter - General recommendations | 10       | The Department would also welcome the careful consideration by An Bord Pleanala of all the aspects of the proposed technical design, the scale of excavation, the vibration tolerances and proposed approach to water management with regard to the possible impact on architectural heritage, i.e. brick basements, areas, and cellars as identified. The close proximity and under tunnelling of National Institutions and the prominent cultural sites of the city along with historic infrastructure such as the Royal Canal and its crossings are noted                                                                                        | <p>TII would like to provide the assurance, as evidenced by the extensive nature of the EIAR, that all possible environmental impacts have been identified, described and assessed, and where necessary, mitigated.</p> <p>Tii confirm that the environmental impacts on the city's architectural heritage have been assessed including:</p> <p>1. vibration impacts<br/>2. the proposed approach to water management with regard to the possible impact on architectural heritage<br/>3. brick basements and cellars as identified.<br/>4. tunnelling of National Institutions and the prominent cultural sites<br/>5. tunnelling and construction works in proximity to historic infrastructure such as the Royal Canal and its crossings are noted.</p> <p>The impacts and proposed mitigation measures are detailed in the following EIAR chapters:</p> <p>Technical design and scale of excavation, refer to Chapters; 4 Description of the Project, 5 MetroLink Construction Phase, and the Non-Technical Summary;</p> <p>Vibration tolerances, refer to Chapters 13 and 14 where airborne and groundborne noise and vibration are considered respectively;</p> <p>Water Management, refer to Chapters 18 Hydrology, and 19 Hydrogeology.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Submission No.                                                                                                                                                                                                       |                                                               |          | 063                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| 11                                                                                                                                                                                                                   | Cover letter - General recommendations                        | 10       | The Department welcomes the appointment of a Project Conservation Architect for the lifetime of the construction programme as it develops with the input of industrial heritage and stained glass specialists. To support the cultural heritage strategy the appointment of a bespoke Heritage Works Contractor is envisaged for the future works and this is regarded as being of great importance in securing good long-term heritage outcomes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As outlined in EIAR Appendix A5.1 Construction Environmental Management Plan (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 with the required expertise and experience who will have responsibility for each site along the alignment. A Cultural Heritage Strategy has been prepared by TII's Project Archaeologist and Conservation Architect, who will remain involved for the duration of the Project (Section 6.8 of the CEMP). For any heritage works carried out by TII's contractors, these will be carried out and managed by organisations and persons who are qualified and experienced in this field of work and are deemed competent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 12                                                                                                                                                                                                                   | Cover letter - General recommendations                        | 10       | The Department recommends that these provisions should be further supported by the appointment in each site of a Conservation Architect with demonstrable expertise and experience in urban design in historic contexts to identify, confirm and develop the record of the historic fabric, inform appropriate levels of intervention and protection, and to guide future conservation and make good original character and historical design intent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Please refer to Response (11) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 13                                                                                                                                                                                                                   | Cover letter - General recommendations                        | 10       | With regard to the proposed surface station design the Department notes that a substantial number of new stations will be built and that they will be constructed within contemporary and historic settings. While an overall coherence of design across stations is anticipated, the Department recommends a heritage-led approach within areas of significant historic character to ensure high quality design and the use of appropriate materials and craft skills etc. This approach should be agreed in each instance with the Local Authority Architectural Conservation Officer and the Department.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII believe the commissioning of internationally renowned architects, 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. 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. |  |
| 14                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 10       | Santry Lodge<br>Proposals provided in the context of Santry Lodge could potentially undermine the surviving significance of the historical demesne and its cultural heritage importance. Engineer-led design proposals in this context appear not to have sufficient regard to the surviving integrity of the former C18 <sup>th</sup> estate and its planned landscape as evidenced by historical mapping. The proposed interventions would have impact on the architectural heritage of this area and have not adequately evaluated the architectural significance and character of the surviving element of Santry Lodge, its entrance and boundary and its still discernible relationship to the wider planted landscape. The Department would welcome further consideration of the proposals to ensure the long-term survival of the lodge                                                                                                                                                                                                                                                                                                                                                                                                 | At the time of the Railway Order application, Santry Lodge, its gate lodge and gateway were not designated as a Protected Structure and not included in the NIAH, nor are the grounds of Santry Lodge included in the NIAH garden survey.<br><br>Notwithstanding the lack of statutory protection at the time of the Railway Order application, the EIAR has treated Santry Lodge as a significant structure, equivalent to being included in the NIAH. All potential significant impacts on Santry Lodge have been identified, described and assessed in Chapter 26 of the EIAR with proposed mitigation measures described in Section 26.7.1, Table 26.66. It is also important to note that the proposed design has been developed to avoid any direct impacts on Santry Lodge itself and while it is acknowledged that the alignment traverses the curtilage of this structure, it is unavoidable in the context of crossing the M50 Motorway at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 15                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 11       | Lissenhall Bridge<br>The Department would welcome careful consideration and the provision of detailed survey of this early structure and its historic setting as it retains cultural significance and integrity. Further information is necessary to understand the overall condition and structural capacity to inform the level of intervention and to minimise adverse impact on the bridge's historic character. Due to the scale of the proposal insufficient information is available to ascertain the overall impact to this protected structure/monument and to gauge the proposed conservation outcome                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | As noted by Response (3) above, the EIAR identifies, describes and assesses all significant impacts of the project on the Bridge. Hoardings will be located and designed to ensure there is no risk to the Lissenhall Bridge structure from construction works, plant and equipment, and that there are no proposals for construction work to occur within 10m of Lissenhall bridge.<br><br>TII commit to procuring the main works contractor to undertake further surveys and assessments prior to commencement of works (in order to update existing surveys and results and data held) to ensure that the Lissenhall bridge is protected from the Metrolink works. In the unlikely event these assessments dictate that further protection measures are required, TII will agree with the Department the form and nature of any measures required. The assessments and mitigations will respect the bridge's historic setting and cultural significance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 16                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 11       | Glasnevin Interchange<br>This site comprises earlier railway infrastructure in the ownership of Irish Rail and the historic canal infrastructure in the ownership of Waterways Ireland. The Department would welcome the careful consideration and detailed survey of these complex historic settings, their fabric and historic relationships to minimise adverse impact on the architectural heritage significance and historical function and to minimise the loss of historic fabric, mature planting and amenity. The re-making of the former bridge at Glasnevin Station in close proximity to the canal gates is welcome to preserve an integral part of the historic canal character. However, it is recommended that the bridge be put back on a permanent basis and made part of a well-considered design in the context of the surviving stonework. Detailed design and co-ordination with service routes is required for agreement with the Department. As noted above, it is recommended that interventions in historic areas such as Glasnevin be heritage led and of high quality, including the use of appropriate materials etc., all to be agreed with the Department and Local Authority Architectural Conservation Officer. | The bridge referred to is a temporary structure to facilitate access to the Coke Oven Cottages during station construction works. The temporary structure will be removed following the completion of the works. There are no plans to remake/reinstate the original bridge structure at this location which was removed in the 1980's.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| 17                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 11       | <p>O'Connell Street</p> <p>The proposed subterranean station is envisaged as part of the wider O'Connell Street regeneration area and is to be integrated with the proposed re-development of this historic urban block and streetscape fronting O'Connell Street known as Dublin Central, Site 2. This development is the subject of a separate planning permission which seeks substantial demolition of the street fronted buildings to O'Connell Street. The designation of O'Connell Street as the first Architectural Conservation Area in Dublin was based on detailed survey and research and affirmed the cultural significance of the place associated with significant events of our past, particularly relating to the formation of the State. (Refer to attached in Appendix). The Department was informed that the design of the proposed station was intended to avoid adverse impact on the adjoining National Monuments site at Moore Street. While this is acknowledged, the wider urban block will be impacted upon by the proposed construction methodology. In this regard the options discussed by the EIAR suggest that the development of the station can go ahead regardless of the planning outcome for the development of Dublin Central (which facilitates the proposed 'cut and cover' approach). This suggests that the removal of extensive historic streetscape may be avoidable. As previously noted, it is recommended that interventions in historic areas such as Moore St. be heritage led and of high quality, including the use of appropriate materials etc., all to be agreed with the Department and Local Authority Architectural Conservation Officer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII and the developer of the Dublin Central Scheme (Hammersons) have worked closely together to ensure that both developments are complementary to one another and can be delivered in parallel provided that a Railway Order has been granted for MetroLink and planning permissions for the Dublin Central scheme has been granted. The EIAR assesses the environmental impact for two potential scenarios.</p> <p>• The first scenario envisions the shell of the MetroLink station box being constructed as part of the Dublin Central development. The planning application for the Dublin Central Development includes for the shell of the MetroLink Station box.</p> <p>•The second scenario envisions a situation whereby the Dublin Central scheme is delayed significantly or will not progress to construction. In this scenario the entire station box (shell and finishes) will be constructed by Transport Infrastructure Ireland.</p> <p>It is important to clearly state the following:</p> <p>• In Scenario 1, and in accordance with the Transport (railway infrastructure) Act, 2001, should the Dublin Central Scheme receive planning permission, works on the MetroLink Station shell cannot commence until a Railway Order for MetroLink has been granted.</p> <p>• In scenario 2, TII will construct the entire station box (shell and finishes), subject to a Railway Order having been granted.</p> <p>For this reason and as correctly stated in the DAU's submission "the development of the station can go ahead regardless of the planning outcome for the development of Dublin Central". In both scenarios, the extent of demolition of structure to the rear of street fronted buildings to O'Connell Street that is required has been assessed as part of the EIAR.</p> <p>Impact on the National Monument</p> <p>In the EIAR Chapters; 25 Archaeology and Cultural Heritage, and 26 Architectural Heritage, Dublin Central Site 2 was considered in the Do-Nothing Scenario to assess the potential impacts should that project not proceed. Section 26.5.1.10.1 of Chapter 26 notes that the in the event of Dublin Central Site 2 not proceeding, clearance works would still need to be undertaken to facilitate the proposed Project. These works would be carried out under the supervision of a PCA and mitigation measures would be in place to protect the facades of the buildings impacted. In either scenario there are no impacts to the National Monuments in this area.</p> <p>TII also confirm that interventions in historic areas such as Moore St. will be respected, the relevant authorities consulted, and that as noted by our Response (11) above, specialists with appropriate skills and experience will monitor on-site construction on behalf of TII, and that any heritage works carried out by TII's contractors will be carried out and managed by organisations and persons who are qualified and experienced in this field of work and are deemed competent.</p> |
| 18                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 12       | <p>Mater</p> <p>This small enclosed park is identified as a rare amenity space for the community within the north Georgian character area and the setting of a grotto and a C20th high cross to the Four Masters, which gives the name to the park. The memorial is described as follows; 'This high cross on a large plinth commemorates the Franciscan friars of Donegal town, who between 1632 and 1636 compiled from early sources a history of the ancient kingdom of Ireland which became known as the Annals of the Four Masters. The Annals are chronicles of the medieval history of Ireland.' The proposed intensification of use as an entrance to the subterranean station will have a substantial effect on the use and benefit of this recreational space. The temporary dismantling of fabric and its removal to storage is ultimately destructive and results in loss of cultural significance, authenticity and integrity. Whilst the architectural character of the park today is defined by the presence of the historic classically fronted Mater hospital, an underlying significance is known to exist relating to Gardiner's unfulfilled ambition for the Georgian city. Excavations discovered the footprint and foundation stones for the great circus that was planned but never built in this location. The proposed excavation by 'cut &amp; cover' approach and the removal of the surviving elements of this grand vision is not supported by this Department. The proposed construction from the top down of the large scale subterranean box will have a significant and immediate impact on the adjoining historic fabric extending beyond the boundaries of the Four Masters Park. Adjoining the park is the site of St. Joseph's Church which is included in the overall public realm design and this Department, as before, notes the requirement for interventions to be heritage-led and of high quality, in this case, using appropriate materials to reference the Georgian architectural character area with all detailed design to be based on an understanding of the historical context and agreed with the Department and the Local Authority Architectural Conservation Officer</p> | <p>The amenity and historical value of the park are fully understood (as outlined in EIAR Chapter 26 Architectural Heritage, section 26.4.4.8.2). This was fully considered in the development of the proposed station design, resulting in the park being largely retained in its current shape and layout, with all elements of architectural heritage being reinstated. It is TII's view that while the temporary removal of the Four Masters Cross, Healing Hands sculpture and the construction of the station box will have a short-term impact on the amenity of the area, the final reinstatement of all of these elements (as well as the park layout) will ensure that the impact on the character of the park is minimised.</p> <p>The former existence of the street pattern of the Royal Circus is also understood and is referenced in EIAR Chapter 26, section 26.4.4.8.2, and in this context it is important to note that the proposed station will not alter the street layout in this area.</p> <p>The intended compulsory purchase of the park as part of the Railway Order Application will allow TII to open the reinstated and improved park to the wider public who will be able to fully avail of its extraordinary amenity value.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 19                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 12       | <p>St Stephens' Green</p> <p>The cultural significance of St. Stephen's Green formed the basis of several pre-planning discussions and the Department advised of the key concerns pertaining to the works in the context of the surviving cultural landscape.</p> <p>As previously noted, the Department would welcome An Bord Pleanála's further consideration of the design strategy and evaluation of the construction approach of the large stations in particular to avoid the 'cut and cover' and 'top-down' approach where possible, in favour of tunnelling to avoid/minimise architectural heritage impacts as an integral part of overall design strategy to safeguard cultural heritage significance and the adjoining sites of national importance. Furthermore, the Department would welcome the further consideration by An Bord Pleanala of the modified version of Options as presented by MetroLink, so that the station footprint is situated externally to the Green enclosure in order to restrict the scale of the construction/work within the park. Similarly the reconsideration of these options would remove vent shafts or skylights exiting within the railed area of St Stephens Green. The proposal to include these elements within the Green requires planting exclusion zones and maintenance access areas, diminishing the established areas of planting and the overall amenity space and habitat provision. Consideration of other viable options such as the construction below the carriageway to St. Stephen's Green or partial construction underground would reduce the impact at surface level. For example, a reduced construction/work area at the Wolfe Tone corner may be achieved to permit a more discreet construction of the escalator shaft and public lift to access the proposed subterranean station.</p> <p>In summary, the Department would welcome the further consideration of the design approach and the relocation of the construction zone eastwards away from the internal core of St Stephens Green, to protect the existing trees and to safeguard the historic setting and integrity of the Park. As previously noted, any interventions within historic areas such as St. Stephen's Green should be heritage - led and of high quality, including the use of appropriate materials etc., all to be agreed with the Local Authority Architectural Conservation Officer and the Department.</p> | <p>Please refer to Responses (1), (2) and (5) above. As outlined, TII have undertaken a robust and extensive options/alternatives assessment to identify the preferred location and construction methodology for the proposed station at St. Stephen's Green. The requirement for planting exclusion zones and maintenance access areas will be minimal, as noted previously, and once construction is complete and MetroLink is operational, MetroLink will occupy just 0.2% of the Park. Therefore, it is considered by TII that no significant diminishment of established areas of planting and the overall amenity space and habitat provision is materially impacted.</p> <p>TII recognise the historic and cultural importance of St. Stephen's Green and that the intervention in to the Park will be dealt with respectfully and with care. TII confirm that they will engage and consult with the Local Authority Architectural Conservation Officer and the Department, and as noted by response (11) above, specialists with appropriate skills and experience will monitor on-site construction on behalf of TII, and that any heritage works carried out by TII's contractors will be undertaken and managed by organisations and persons who are qualified and experienced in this field of work and are deemed competent.</p> <p>The work area at the Wolfe Tone corner is dictated by the design of the station and cannot be simply reduced as it has been sized to support the extensive construction required for this option.</p> |
| 20                                                                                                                                                                                                                   | Cover letter - Site specific recommendations and observations | 14       | <p>Charlemont</p> <p>The Department regards the construction of the large subterranean station integrated with the commercial development at this location as a significant impact on the setting and architectural character of the protected structures and Architectural Conservation Area of Dartmouth Square. Detailed conservation proposals are required to off-set the negative impacts that are apparent with this station construction i.e. the repair and conservation of historic structures, boundaries and settings to restore the overall architectural character of the area. The Department, as before, recommends that interventions be heritage-led and of high quality, in this case using appropriate materials to reference the late Victorian architectural character area with all detailed design to be based on an understanding of the historical context and agreed with the Department and the Local Authority Architectural Conservation Officer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>TII recognise the setting and architectural character of the Protected Structures and Architectural Conservation Area (ACA) of Dartmouth Square and commit to dealing with this respectfully and with care. EIAR Chapter 26, Architectural Heritage, includes as a mitigation measure the requirement for the Project Conservation Architect to prepare conservation method statements which will be implemented in order to ensure the protection of features in the ACA such as historic granite steps, kerbing and lamp posts to safeguard the architectural character.</p> <p>Mitigation measures are outlined within Chapter 26, Section 26.7.1 to mitigate the negative impacts of the proposed Project on the architectural heritage throughout the Project footprint. TII can confirm that they will engage and consult with the Local Authority Architectural Conservation Officer and the Department, and as noted by our Response (11) above, specialists with appropriate skills and experience will monitor on-site construction on behalf of TII, and that any heritage works carried out by TII's contractors will be undertaken and managed by organisations and persons who are qualified and experienced in this field of work and are deemed competent.</p>                                                                                                                                                                                                                                                                      |

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| 21                                                                                                                                                                                                                   | Cover letter - Nature Conservation | 19       | <p>Recommendations</p> <p>In light of the above the Department recommends that any Railway Order granted in response to the present application should be subject to the following conditions:</p> <p>1. That all the mitigation measures to avoid the pollution of surface water runoff during the construction phase of the proposed development set out in the NIS supporting the present application shall be incorporated in a CEMP, a Water Management Plan (WMP) and a Soil Erosion and Pollution Control Plan to be submitted to the planning authority for its written agreement before the commencement of works, and these plans shall be implemented in full.</p> <p>Reason: To avoid the pollution of surface water courses in the vicinity of the proposed development resulting in adverse effects on aquatic flora and fauna and the Qualifying Interests (QIs) of downstream coastal European sites designated under the Habitats Directive (92/43/EEC) and the Birds Directive (2009/1 47/EC).</p> <p>2. That no removal of trees or vegetation to facilitate the proposed development shall occur during the main bird breeding season from March to August inclusive.</p> <p>Reason: To avoid the destruction of bird nests, eggs and nestlings.</p> <p>3. That any trees with potential bat roost features (PBRs) to be felled to facilitate the proposed development shall be resurveyed for bats before their removal, using if necessary endoscopes, and if the presence of any bat is identified in such a tree, it shall only be felled on the receipt of licence from the National Parks and Wildlife Service (NPWS) of this Department to derogate from the Habitats Directive to destroy a bat breeding or resting place.</p> <p>Reason: To avoid the death or injury of members of species, namely bat species, afforded a system of strict protection under the Habitats Directive (92/43/EEC).</p> <p>4. That 30 no. 2F Schwegler bat Boxes shall be installed along the MetroLink route, and that the lighting design for the proposed development, signed off on by a bat specialist and incorporating measures to minimise light spill pollution, shall be submitted to the planning authority for its written agreement before the commencement of any development on site, this lighting design to be implemented in full.</p> <p>Reason: To conserve bat species which are afforded a system of strict protection under the Habitats Directive (92/43/EEC).</p> <p>5. That a Cross Guns Otter Bypass Plan, to be drawn up in co-operation with the National Parks and Wildlife Service (NPWS) and Waterways Ireland, shall be submitted to the planning authority for its written agreement before the commencement of any works in connection with the proposed scheme in the vicinity of the 5th and 6th Locks and Cross Guns Bridge, Phibsborough; this plan to provide for the preservation of movement of otters along the Royal Canal as far as possible past the works on Glasnevin Station for the duration of these works.</p> <p>Reason: To maintain free movement along the Royal Cana! of a mammal species, namely otter, afforded a system of strict protection under the Habitats Directive (92/ 43/EEC), and which forms an important element of the city of Dublin fauna.</p> <p>6. That the areas along the MetroLink route identified in the EIAR supporting the present application as being suitable habitat for amphibians should be surveyed for such animals before the commencement of any works on these areas, and if any spawn, larvae or adults of frog or smooth newt are identified during these surveys, they shall be removed to suitable habitat nearby under licence from the NPWS.</p> <p>Reason: To conserve species, namely frog and smooth newt, protected under the Wildlife Acts, 1976 to 2022.</p> | <p>The majority of the measures / proposed conditions are addressed in either the EIAR Chapter 15 Biodiversity, or the Natura Impact Statement (NIS). TII have reviewed each of the proposed conditions and comment as follows:</p> <p>Proposed Conditions 1, 3, 4, and 6: TII confirm their agreement to these conditions.</p> <p>Proposed Condition 2: TII would ask that this condition is amended to read "Where feasible no removal of.....". In the event this is not feasible for reasons of programme, an alternative approach would be taken such as breeding bird checks before removal is undertaken. This condition goes beyond the restrictions set out in the Wildlife Acts with respect to vegetation clearance and breeding bird habitat, which contains an exception for "in the course of road or other construction works or in the development or preparation of sites on which any building or other structure is intended to be provided"</p> <p>Proposed Condition 5: The DAU condition states 'That a Cross Guns Otter Bypass Plan, to be drawn up in co-operation with the National Parks and Wildlife Service (NPWS) and Waterways Ireland, shall be submitted to the planning authority for its written agreement before the commencement of any works in connection with the proposed scheme in the vicinity of the 5th and 6th Locks and Cross Guns Bridge, Phibsborough...'</p> <p>Chapter 15, Section 15.5.1.4.3 of the EIAR sets out the mitigation measures to deal with the severance/barrier effect identified by the DAU. It proposes that temporary mammal-resistant fencing is erected at the dewatered basin between Locks 6 and 5. That will provide a safe path for commuting otter. The fencing/path will be installed in accordance with the specification outlined in Guidelines for the Treatment of Otters prior to the Construction of the National Road Schemes (NRA, 2008c) and TII's mammal resistant fencing specification. It will also be regularly inspected by an ecologist over the six-month period to ensure its effectiveness and if necessary, adjustments will be made to maintain functioning.</p> <p>TII is satisfied that will be sufficient to avoid any severance/barrier effect at this location, it has no difficulty with a condition requiring it to agree the details of the mitigation with Dublin City Council in consultation with NPWS and Waterways Ireland. In that regard, it is not clear whether NPWS is proposing a different mitigation approach and TII will seek to clarify this with NPWS with a view to presenting an agreed approach in advance of the oral hearing.</p> <p>Ref Wolfe Tone monument.</p> <p>TII believe that the proposed relocation of the Wolfe Tone Monument is appropriate and is sympathetic to St Stephen's Green and its historic setting.</p> <p>Ref Carroll's Building.</p> <p>The proposed orientation of the Charlemont station is clearly shown in the RO Plans\Drawings, Structures Details Book 2 of 3 MetroLink Stations Dublin City Council, ref Plan No. ML-ST 307 O-A1.</p> <p>The assessment of impact of the proposed works on the architectural significance is given in EIAR Chapter 26 Architectural Heritage. Refer to Table 26.66, Impact Reference AHI-102 to 104.</p> <p>Assessment of the structural integrity due to the station construction is discussed in EIAR Appendix A5.17 Building damage report which notes that '<i>While the ground movement impact assessment has concluded that protection works are not necessary, due to the proximity of the building to the station excavation, it is proposed, as a precaution, that provision at this time is made to be able to treat the ground beneath the building from the station site in the event ground movement mitigation is necessary</i>'.</p> |



| Submission No.                                                                                                                                                                                                           |                                           |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| 1                                                                                                                                                                                                                        | Section 3.1 Hotel as a Sensitive Land Use | 9        | As evident in Section 2.0 of this Submission, the Travelodge Hotel will be significantly affected by the proposed works associated with the Metrolink project for a prolonged period of time (4-6 years). The construction works will result in restricted hotel access, traffic congestion in the surrounding area due to road closures and diversion, disturbance arising from the construction works and a potential permanent loss of car parking. | <p>Impacts of construction traffic to the vicinity of the property is limited to vehicles serving Pinnockhill site only, where a general movement of less than 50 vehicles per day throughout construction has been calculated. See Section 5.5.4 of Appendix A9.5.</p> <p>The proposed closure of the R125 South arm will be limited to 18 months for unavoidable works, building the cut &amp; cover section beneath the R125 - with pedestrian and cyclist access to be maintained to limit adverse impacts to the area. The detailed plans for traffic management around this property during the construction phase are detailed in Section 5.5 of Appendix A9.5 of the EIAR.</p> <p>While diversions from the north and west are considerable, there is also alternative routing via Mountgorry Way. Further, traffic coming from Dublin City Centre and Dublin Airport will experience a much reduced level of diversion compared to northwest originating traffic, with only a 200m difference in route distance compared to 1.7km for traffic from the north and west.</p> <p>Other impacts arising from the construction works, including loss of car parking, are summarised below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 2                                                                                                                                                                                                                        | Section 3.1 Hotel as a Sensitive Land Use | 9        | <p>We highlight the sensitivity of a hotel in this regard and the resultant potentially significant impact of the proposed works on the operation of the hotel.</p> <p>Both the physical and perceived attractiveness of the hotel will be acutely affected by its proximity to the construction works, resulting in a detrimental impact on the guest experience.</p>                                                                                 | <p>TII note your concern about hotel attractiveness, accessibility and operation during construction works for MetroLink and will continue to engage with Devonmill Limited to find ways to maintain guest experience during the delivery of MetroLink.</p> <p>TII can confirm that construction works will be managed during the duration of works and that appropriate mitigation measures to reduce negative construction phase effects on the Travelodge from noise and dust will be implemented, where practicable. The Outline Construction Environmental Plan (CEMP) (EIAR Appendix A5.1) provides a framework under which the construction activities will be managed to minimise potential negative environmental effects during the construction phase. Contractors will be required to comply with the appropriate mitigation, monitoring, inspection and reporting mechanisms outlined in this document, in addition to all legislation and by laws relating to the construction activity (EIAR Appendix A5.1, Section 1.1 ). Specific mitigation for noise and dust are outlined in EIAR Chapter 13 Airborne Noise and Vibration (Section 13.6.1) and the Dust Management Plan (EIAR Appendix A16.4). Measures to reduce negative construction phase effects on the Travelodge from noise and dust will be implemented, where practicable and are detailed in EIAR Chapter 13 Airborne Noise and Vibration (Section 13.6.1), the Dust Management Plan (Appendix A16.4) and the Outline CEMP (Appendix A5.1).</p> <p>During cut and cover works, the Travelodge will remain above the Construction Noise Threshold (CNT) of 75dB, with the inclusion of on-site control measures and enhanced hoarding heights in line with the TII Airborne and Groundborne Mitigation Policy (EIAR Chapter 13, Section 13.7.1.1.1 ). As a result, residual impacts are determined to be Moderate to Significant for the Travelodge. Appendix A14.6 of the EIAR sets out a noise mitigation policy for residential properties adversely affected by the construction phase. Although this does not cover commerical property TII intend to engage positively with the Travelodge to agree suitable mitigation measures.</p> <p>In terms of air quality, when the dust minimisation measures detailed in the mitigation section of Chapter 16 (Air Quality) are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance, human health or ecological risk to nearby receptors. The air dispersion modelling assessment of Construction Phase traffic emissions has found that the proposed Project resulted in no significant adverse effects (EIAR Chapter 16, Section 16.7.1 ).</p> <p>Vehicle and pedestrian access to the Travelodge will be maintained at all times during the construction phase, through planned diversions along the R132 that maintains full access to residents and businesses as the works are progressed. Please refer to Chapter 9 Traffic and Transport, Appendix A9.5, figure 5-41: R125 Pinnockhill Diversions, Scheme Traffic Management Plan. During construction under the R125, a dedicated off road active travel link will be built to provide a safe link for pedestrians, cyclists and vulnerable road users (EIAR Chapter 9, Section 9.6.1.2.1.3).</p> |  |



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| 3                                                                                                                                                                                                                        | Section 3.1 Hotel as a Sensitive Land Use (page 9 of submission) | 9        | <p>We raise significant concerns that potential customers researching the hotel prior to booking a room will have major apprehensions regarding issues of noise, dust, ambience and ease of accessibility (including using online tool such as Google earth and streetview) all of which are among the key criteria used to gauge whether or not to book accommodation in a given hotel. The fact that the hotel will adjoin construction works over a very prolonged period has the potential to seriously affect the hotel's core trading performance in the short to medium term and ultimately affect the reputation of the hotel as somewhere to stay in this part of the city.</p> <p>We are cognisant that a level of disruption and disturbance is unavoidable in these circumstances. However, we seek assurance that the construction works, where in such close proximity to sensitive land uses, will be genuinely managed to reduce impact upon the hotel, including noise, accessibility and appearance of the immediately surrounding area. As part of this, we seek assurance that the hotel will continue to be visible from the surrounding area, with limited impact upon views of the hotel from key approaches. We request that Travelodge is closely consulted with during every stage of construction.</p>                                                                                                                                                                                                                                                                                      | See response (2) above. TII will work with Travelodge to ensure that in so far as practicable the hotel will continue to be visible from the surrounding area, with limited impact upon views of the hotel from key approaches.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 4                                                                                                                                                                                                                        | Section 3.2 Loss of Car Parking                                  | 9 & 10   | <p>As detailed above, it is proposed that land is acquired at the subject site (land take ref. MUS- AS) which would result in the loss of a section of the Travelodge car park, comprising 24 no. spaces.</p> <p>The Travelodge is strategically located in an out of city location, directly accessible from Dublin Airport and the surrounding national road network (M1) via the R125. As a result, accessibility by car and car parking availability are integral to the operation of the hotel. The loss of 24 no. car parking spaces would therefore result in a detrimental impact upon the business operation of the hotel.</p> <p>We therefore request that consideration is given to an alternative/ interim car parking solution for hotel guests during the construction process to ensure the optimal operation of the hotel during this time. Transport Insights in their observations, query whether temporary car parking spaces could be facilitated to the immediate east of the R125 road closure.</p> <p>Notwithstanding this, from reviewing the landscaping proposal, there appears to be provision for the reinstatement of the Travelodge Hotel's car park post-construction, despite it being highlighted for permanent landtake (see Section 2.0 above for details). We request clarity in this regard and would welcome the full reinstatement of the car parking area, in addition to an interim parking solution for the hotel during the construction process. As noted previously, the loss of car parking spaces will result in an adverse impact upon the operation of the hotel.</p> | <p>CPO Landtake (reference ML 1S-A3) is required for a portion of the car park to facilitate the cut and cover section of the project past the Travelodge Hotel. Upon completion of construction this landtake will be returned to Devonmill Limited and as per the landscaping drawings the car parking will be reinstated. It is anticipated that this land will be occupied for an estimated 3 years, while the works are completed through this area, before it is reinstated in accordance with the proposed landscape design and returned to Hotel use.</p> <p>TII will not be able to provide alternative car-parking at the site during the construction, however we are willing to work with Travelodge to identify the provision of suitable alternative carparking arrangements.</p> |  |
| 5                                                                                                                                                                                                                        | Section 3.3 Diversions and Traffic Disruption                    | 10       | <p>As noted in Transport Insights' observations, the proposed construction works, due to their proximity to the hotel, will result in significant diversions and restricted access to the hotel for a prolonged period of time. For example, if approaching from the R132 to the west, visitors accessing the hotel would face a significant diversion, in excess of 1.7 kilometres. Refer to Transport Insights' observations (Appendix C) for further details surrounding the estimated traffic related impacts that will result from the diversions, closures and construction-related traffic.</p> <p>In summary, we highlight that the proposed construction works will result in significant restricted vehicular access to the hotel. As a hotel that is strategically located in close proximity to the national road network, we raise serious concerns surrounding the impact on this on the hotel's trading performance. Transport Insights' observations should be referred to for full details in this regard.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | See response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 6                                                                                                                                                                                                                        | Section 3.4 Future Growth of the Hotel                           | 10       | <p>As noted in Section 1.3 of this Submission, the Travelodge Hotel has plans for future expansion, as reflected by extant planning permission (F17A/0756) for the construction of a four storey hotel and 55 no. additional hotel bedrooms. Whilst this permission is yet to be implemented, we confirm that our Client intends to further pursue the expansion of the Travelodge.</p> <p>We raise concerns that the future growth of the hotel will be impeded by the construction of the Metrolink project, in terms of ability to physically implement the permission and/or potential issues in securing a further planning permission in advance of the Metrolink project being complete.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>TII are aware of the extant permission F17A/0756 and have assessed it as part of the Stage 2 Cumulative Impacts assessment in Chapter 30 of the EIAR. Based on the information available it was deemed that the projects would have no cumulative impacts.</p> <p>The MetroLink Project should have no impact on the ability to deliver existing or future planning permissions for development of the property. However, it is noted that decisions on future planning permissions will lie with Fingal County Council as the planning authority for the area.</p> <p>TII are happy to engage with your Client for any construction management required should the projects overlap in construction phases.</p>                                                                             |  |

| Submission No.                                                                                                                                                                                                           |                                    |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 7                                                                                                                                                                                                                        | Section 3.5 Restaurant Tenant      | 11       | <p>As noted in the introduction, the subject site also accommodates our client's tenant, Smoking' Bones (restaurant), who operate from the restaurant unit associated with the hotel. Like the primary hotel use, the restaurant will be acutely affected by the proposed construction works.</p> <p>In addition to the significantly reduced accessibility to the restaurant arising from the road closures and delays and general construction related disturbance, the restaurant will also be impacted by the loss of car parking spaces at the Travelodge Hotel site. The impact of this is amplified by the lack of on-street car parking opportunities in the surrounding area.</p> <p>In this context, we reiterate the serious impact of the loss of car parking spaces and the importance of facilitating an alternative parking solution during this period. Generally, the proposed works have the potential to significantly impact upon the attractiveness of the restaurant and therefore its viability. In turn, from our client's perspective, we highlight the potential consequences of this on the lease.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | See response (4) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 8                                                                                                                                                                                                                        | Section 3.6 Delays and Uncertainty | 11       | <p>We further highlight that any decision that is made by An Bord Pleanála to make a Railway Order has myriad consequences for an affected landowner that go beyond the rules governing the assessment of compensation. Primarily, these consequences arise from the uncertainty surrounding the commencement date and date of completion if the Railway Order is confirmed.</p> <p>We acknowledge that the uncertainty surrounding the timing of the scheme generally arises from delays surrounding funding approval. Therefore, in our opinion, An Bord Pleanála should not confirm the Railway Order until such time that they are satisfied that at the date of Making the Railway Order, the acquiring Authority has funding in place to design the scheme, acquire the lands required for the scheme, in addition to the funding for the construction and completion of the scheme, without limitation.</p> <p>It is our further opinion that the Board should satisfy itself that the acquiring Authority is bound to proceed in a timely fashion if the Railway Order is confirmed. We highlight that under existing legislation, a Notice to Treat must be served within 18 months of the Railway Order becoming operative. A Notice to Enter may be served at any time thereafter enabling the acquiring Authority to take possession of the lands being acquired.</p> <p>However, and importantly, there are no statutory time limits imposed on the acquiring Authority in terms of preparing the final design for the Scheme approved, or indeed in respect of commencing or completing the works (i.e. the duration of the works). The Board should therefore be asked to impose binding conditions on the acquiring Authority in respect of these matters.</p> | <p>The Railway Order Application was made following a Government Approval of the Preliminary Business Case which detailed the funding requirements for the scheme. As such Government have approved the required funding and the scheme will commence when an Enforceable Railway Order is in place.</p> <p>Once a Railway Order has been granted TII will immediately expedite the design and delivery of the scheme to ensure its efficient and timely delivery in accordance with TII's commitments to Government as detailed in the approved Preliminary Business Case for the Scheme.</p> |  |
| 9                                                                                                                                                                                                                        | Section 4.0 Conclusion             | 12       | <p>In this context, we highlight the potential significant impact that the construction of the Metrolink project will have upon the operation of the hotel and associated restaurant, including the significant challenge that will arise in respect of maintaining a viable hotel business. As set out above, the hotel, due to the nature of the land use, will be acutely affected by the identified disruptions during the construction process and potentially into the long term, having regard to the loss of car parking.</p> <p>It is therefore imperative that the proposed works and associated impacts upon the Travelodge Hotel are given full consideration by An Bord Pleanála during the application process and by the relevant authorities throughout the construction process.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | See response for item (2) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| 10                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Current Operational Concern             | 23       | The primary approach to the hotel (via Pinnock Hill Roundabout) will be closed for an 18-month period (years 4-6) causing a diversion of 1.7 kilometres for traffic travelling from/ to the west. As a result, the construction phase will have significant negative impact on the hotel access for the guests, staff and servicing (e.g. suppliers, refuse collection etc.). Furthermore, the proposed route for HGVs will result in a deterioration in traffic conditions along the R125 which will be the only approach to the hotel during the 18-month closure of the access from the west.                                                      | <p>Impacts of construction traffic to the vicinity of the property are limited to vehicles serving Pinnockhill site only, which will be considerably less than the average figure of 50 vehicles per day throughout construction. The proposed closure of the R125 South arm will be limited to 18 months for unavoidable works, building the cut &amp; cover section beneath the R125 - with pedestrian and cyclist access to be maintained to limit adverse impacts to the area. See Section 5.5 of Appendix A9.5</p> <p>While diversions from the north and west are considerable, there is also alternative routing via Mountgorry Way. Further, traffic coming from Dublin City Centre and Dublin Airport will experience a much reduced level of diversion compared to northwest originating traffic, with only a 200m difference in route distance compared to 1.7km for traffic from the north and west.</p> <p>HGV routes for the works are highlighted on Appendix A9.5 Scheme Traffic Management Plan, figure 5-38: Access to Pinnock Hill Junction to North Portal construction sites. All site entrances are proposed to be situated directly off the R132, including the Pinnock Hill Construction and Logistics Compound.</p>                                                                                                                                                                                              |  |
| 11                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Car Parking                             | 22 &23   | Based on the construction boundaries contained within the Draft Railway Order drawings, 24 no. car parking spaces of the north facing car park are to be permanently acquired for construction purposes, with uncertainty as to whether these would be returned to the hotel following the completion of construction works. This is deeply concerning for both the hotel and restaurant as the car park is vital for their operation since no on-street parking is available in the site's vicinity. It would also represent a significant risk to the future redevelopment of the site (see Tom Phillips + Associates Observation for elaboration). | <p>Permanent land required for the MetroLink Alignment and Temporary land take required for construction activities has been minimised wherever possible and boundaries adjusted to avoid and/or minimise impacts as far as possible. TII will continue to engage with Devonmill Limited to limit the impact of the works adjacent to the Hotel, including the acquisition of car park.</p> <p>In relation to the section of carpark at Travelodge Hotel proposed for CPO, TII confirm that this subject land (ML 1S-A3) will not be permanently taken following the completion of MetroLink Construction works. The land is required to support construction of the permanent cut and cover section within Pinnock Hill Roundabout area and to accommodate pedestrian and cyclist diversions around the works when the R125 leg is closed to create the cut and cover section under the R125 at the junction. Upon completion of construction works, the land will be landscaped as detailed and returned to its former use as a carpark. The proposed final landscape is provided on drawing ML1-JAI-ARL-SC03_XX-DR-Y-00006, sheet 8 of 13 Landscaping Drawings, Railway Order Plans\Drawings.</p> <p>The general arrangement drawing within the area of Travelodge Hotel (please refer to drawing no.ML1-JAI-ARD-ROUT_XX-DR-Y-03022) has been enclosed to the Notification letter CAP_ML_2400_97 issued on 20th of September 2022.</p> |  |
| 12                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Significant Risk of Programme Extension | 23       | The MetroLink project is unique in Ireland in relation to its technical complexity, duration and investment cost, with a significant risk of both programme and cost overruns arising. Such programme risks amplify our Client's concerns regarding the severe construction phase impacts outlined above.                                                                                                                                                                                                                                                                                                                                             | <p>TII have reviewed your submission and noted your concerns/observations. Please refer to responses to the issues/ concerns raised in detail.</p> <p>Once an Railway Order has been granted TII will immediately expedite the design and delivery of the scheme to ensure its efficient and timely delivery in accordance with TII's commitments to Government as detailed in the approved Preliminary Business Case for the Scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 13                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought              | 23       | As set out within this letter, proposals contained within the Draft Railway Order represent a significant risk to the ongoing operation of the hotel. In particular, the severance of access from the west for an 18-month period, and traffic impacts (i.e. diversions, HGV movements) along the proposed approach for the first 6 years of construction works that will result in an unacceptable and severe impact to the hotel.                                                                                                                                                                                                                   | See responses (1), (2), (4), (6) and (10) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                                                                                                                                                                           |                                                                                    |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                                                                                                                                   |                                                                                    |          | Devonmill Limited (represented by Tom Phillips & Associates Planning Consultants)                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                                                                                 | Section Ref.                                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| RE: Submission in respect of Application for Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Travelodge (Dublin Airport North), Pinnockhill, Swords, Co. Dublin. (Land owner- Devonmill Limited) |                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought | 23       | Our Client believes that construction of the MetroLink project can be completed without the need to impact significantly on the hotel's operation. They request: <ul style="list-style-type: none"><li>• Further engagement with our Client in relation to construction and traffic management plans for the Swords area.</li></ul>                                                                                                                                                  | TII welcome your submission and are happy to engage further with Devonmill Limited regarding construction and traffic management plans within the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 15                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought | 23       | <ul style="list-style-type: none"><li>• Consideration of changes to the traffic management plan to minimise the impacts on the hotel operation during the construction phase. This could include 'spreading' construction traffic onto other roads rather than the significant current concentration on the R132 and R125 in the site's immediate vicinity, and potential use of bailey bridge to lessen the duration of the R125 road closure adjacent to the hotel site.</li></ul> | The approach taken by TII to deliver the rail alignment beneath the R125 is the most practical solution at this location. The method of cut & cover construction proposed through the R125 is a top down construction phasing that minimises the duration that the road will be closed. Once the road is closed and utilities diverted, piling for the sides walls will take place followed by the casting of the roof slab for the structure. The road and utilities are then reinstated for the R125 across the partially completed structure. With the road now reopened, the works continue underneath with access provided from land on either side of the road. |
| 16                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought | 23       | <ul style="list-style-type: none"><li>• Confirmation, via further design development if needed, that the 24 no. hotel car parking spaces within the MetroLink construction site boundaries will be returned to the hotel following the completion of construction works.</li></ul>                                                                                                                                                                                                   | Please refer to response item (11) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 17                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought | 23       | <ul style="list-style-type: none"><li>• Provision of alternative temporary car parking facilities, e.g. immediately to the east of the R125 road closure to mitigate the impact of the loss of on-site car parking during the construction phase.</li></ul>                                                                                                                                                                                                                          | Please refer to response item (4) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18                                                                                                                                                                                                                       | Appendix C, Transport and traffic related observations, Summary and Outcome Sought | 23       | <ul style="list-style-type: none"><li>• Consideration of expansion plans for the Travelodge Hotel to ensure such plans are not jeopardised by current MetroLink construction phase traffic management arrangements.</li></ul>                                                                                                                                                                                                                                                        | Please see response to item (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Submission No.                                         |                                               |          | 065                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Re: Observation on a Strategic Development Application |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 1                                                      | Observation details<br><br>Section 5. Grounds | 4        | <p>Since the original “emerging proposed route “from Swords to Sandyford was first proposed, there have been a large number of factors which have had a modifying effect on the proposed route:</p> <p>1) The original study was done on the basis of Swords to Sandyford : there has been no major study done on the proposed terminal at Charlemont For something so vital to the success of Metrolink : in my view, this is a very serious omission.</p>                                                                                                                                                                                                                                                                                                                                                                                               | <p>TII would disagree with your assertion that "there has been no major study done on the proposed terminal at Charlemont". TII have undertaken considerable analysis, as set out by EIAR Chapter 7, Consideration of Alternatives, section 7.7.8 and Appendix A7.9 that concluded Charlemont was a better interchange than St Stephen's Green for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question". Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and as such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at the St Stephen's Green terminus would face a 500m long walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |
| 2                                                      | Observation details<br><br>Section 5. Grounds | 5        | <p>2) Since the initial proposals have been published, there has been a very substantial increase in proposed housing developments to the west of Dublin including the proposed " City Edge" development which is for circa 40,000 units. In order to keep costs down, these units are proposed to have NO underground carparks and they state:</p> <p><i>" while the area is served by the Red Luas line, buses and a rail station at Park West, growing the area will require the development of the Lucan Luas line which is included in the Greater Dublin Transport Strategy as well as a new rail station at Kylemore,a new Luas stop on Naas Road and potentially a new Luas line to Kimmage . "</i> ( source : Irish Times report 17 August 2022)</p> <p>It is inconceivable that this new development will not be linked into the new Metro.</p> | <p>As set out by EIAR Chapter 4, Description of the MetroLink Project, the overall project objective for the proposed Project, as established by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), and as informed by policy context, MetroLink is to 'provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. (National Development Plan 2021-2030, Box 9.1). The geographic areas described by the observation do not fall within the scope of the MetroLink Project.</p> <p>See also Response (1) above regarding the potential for future connectivity options.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 3                                                      | Observation details<br>Section 5. Grounds | 5        | 3) The original proposal was to utilise part of the Luas Green line in order to build the new Metro line : that the green line would terminate at Charlemont. It would appear that the population on the south side would not merit putting the Metro underground and therefore that the principle used would be to have 5km of cut and cover or retained sections. While this proposal appears to be in abeyance, the idea of cutting off these communities by having a track bisecting areas which have had orbital roads for many hundreds of years is most reprehensible : in every draft development plan, the “ 15 minute “ city is touted : to cut off areas in this way does NOT give this 15minute framework to communities. | <p>Response (1) details the policy justification for the proposed MetroLink terminus at Charlemont, as approved by the Minister for Transport and in particular notes that the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>TII's role is to deliver the MetroLink project as provided for in the previous Transport Strategy for the Greater Dublin Area (2016-2035) and the current Transport Strategy for the Greater Dublin Area (2022-2042) and as supported by the Dublin City Development Plan 2022-2028. The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy, section 12.3.10, ""The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative proposal which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042. As such, the upgrading of the Green Line to metro standard is not being pursued as part of this strategy. Instead, for this strategy period, the capacity and frequency on the current Green Line from Sandyford northwards to the city centre will be incrementally increased through the provision of additional tram fleet and services and associated turnback arrangements to meet forecast passenger demand.""</p> <p>Further information on the challenges associated with connecting to the existing Luas Green Line can be found in the TII published report: ""Constructability Report - Green Line Closure, April 2019, ref <a href="https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf">https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf</a>"". This showed that construction works to connect the metro from Charlemont to the Green Line would incur line closures over a period of up to 3-4 years, depending on construction methodology.</p> <p>For this reason it has been necessary to determine the most appropriate interchange and termination location for MetroLink. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, ""Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' This is also reflected by EIAR Chapter 7, section 7.7.8 MetroLink Southern Terminus Location that explains the rationale for selecting Charlemont as the optimum location for interchange with the Green Line.</p> <p>As noted by the GDA Strategy the selection of Charlemont does not preclude any future connections to the west or south of the city.</p> |
| 4                                                      | Observation details<br>Section 5. Grounds | 5        | 4) The Luas is an incredibly successful piece of infrastructure - but there is another factor not spoken of : in Sandyford, there are several “ Park and Ride” carparks which are almost always full : it is presumed that these people drive from another area ( west Dublin?) in order to take the Luas. There is then a huge exodus from the Luas each morning at Charlemont with people streaming down along the canal bank - presumably to Grand Canal basin area: it would seem that these people enjoy this walk - and in most European cities, these walking routes are actively encouraged : why would anyone think that to modify the Luas by cutting it off at Charlemont makes any sense?                                 | <p>There are no proposals to "modify the Luas by cutting it off at Charlemont". With regards to how MetroLink interfaces with the Luas Green Line please refer to Responses (1) and (3) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



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| Item No.                                               | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Re: Observation on a Strategic Development Application |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 5                                                      | Observation details<br><br>Section 5. Grounds | 5        | 5) If the Metro were to be terminated at St Stephens Green, it would surely give the most potential to link in with these major new developments to the west of the city as well as other potential new sites ( the barracks at Rathmines) and the proposed Player Wills housing (287 units) which is not connected or proposed to connect to any Luas or metro?                                                          | Please refer to Response (1) above that explains the rationale for locating the southern interchange at Charlemont rather than St Stephen's Green.<br><br>In addition, the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 6                                                      | Observation details<br><br>Section 5. Grounds | 5        | 6) If O'Connell Street and St Stephens Green were to be the central terminus points, it would have a impact on these areas. With future new plans for rejuvenation in this area (proposed refurbishment of the St Stephens Green shopping centre) it surely makes way more sense to locate a major terminus/hub at this point to help improve the further diversification of use.                                         | As noted by Response (1) above, by extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 7                                                      | Observation details<br><br>Section 5. Grounds | 5        | 7) It is noted that the proposed Metrolink is capable of carrying 20,000 people per hour IN EACH DIRECTION: if the Metrolink terminates at Charlemont, there is a very narrow warren of streets around it and the barrier of the canal with narrow footpaths which makes dissipation of large throngs problematic : if the terminus were at St Stephen's Green, there are many possible options - Luas , buses, taxis etc | The rationale for locating the southern MetroLink interchange at Charlemont rather than St Stephen's Green is explained by Response (1) and (5) above.<br><br>With particular regard to the pedestrian comfort in the vicinity of the proposed Charlemont Station. A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south-east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.<br><br>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals (ref EIAR Chapter 9, Traffic & Transport, Section 9.6.2.2.4.3 Pedestrian Operational Impact Assessment). Overall, it is considered that the model displays an acceptable level of network performance. Locations of the proposed new staircase, lift and pedestrian crossing are shown on the Railway Order Plans\Drawings, Structures Drawings, Structures Details Book 2 of 3 MetroLink Stations Dublin City Council (see Charlemont Station, Proposed Street Level design).<br><br>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area. Refer to EIAR Chapter 9, Traffic & Transport, and EIAR Appendix A9.2 Overall Project Traffic & Transportation Assessment.<br><br>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus. |  |

| Submission No.                                         |                                               |          | 065                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Organisation Name or Name of Submitter                 |                                               |          | Diarmuid Burke                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Item No.                                               | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| Re: Observation on a Strategic Development Application |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 8                                                      | Observation details<br><br>Section 5. Grounds | 6        | 8) The draft development plan appears to be a well balanced plan which seeks to create thriving communities all around the city, each with their own characteristics: this proposal which seeks to drop a major hub into a residential area without developing the ancillary facilities such as cafes, shops and public open space . It is not clear how the boundary with the former Carrolls building will be handled - whether it will be secured at evening times which would segregate the area further. | <p>As noted in Response (1), the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and as such is fully consistent with the proper planning and sustainable development of the area.</p> <p>TII would note as set out by EIAR Chapter 4, Description of the MetroLink Project, section 4.17.12.2 "<i>The Charlemont station is an underground cut and cover station with two public access points, located beside and integrated with an adjacent development (currently under construction). It has surface connectivity to the Luas Green Line along Grand Parade and has two entrance/exits from the station, one onto Grand Parade and one onto Dartmouth Road. The Grand Parade exit provides connectivity to the Luas stop with additional path width provided between the two modes of transport. The site is also characterised by the presence of the Carroll's Building, which is an office building completed in 1964 and listed on the DCC Record of Protected Structures. A landscape avenue of trees and low-level planting segregates pedestrians from the road, creating a safer environment for pedestrian movement in this area. The path widths and circulation routes are improved between the entrance and a Luas stairs and access lift on the western side of the Charlemont Luas stop. The second exit/entrance onto Dartmouth Road has a public plaza integrating seating, raised planters, large mature trees and cycle parking. The station box itself sits adjacent to an office development that is within private ownership. The landscape design within this area is coordinated with the development currently under construction and integrated with the infrastructural 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. Parking spaces and cycle parking are also provided here, as well as ramp access to private parking and office basement.</i>"</p> <p>The securing of the Carroll's Building is a matter for the owners of the property, however TII can confirm that any securing of the Carroll's property will not limit access to the MetroLink Station. Access will be maintained to both entrances of the Station, including via the access linking Dartmouth Road to Grand Parade.</p> |  |

| Submission No.                                                                     |                 |          | 066                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                             |                 |          | District 7 Community Alliance (An alliance of 7 resident associations in North Central Dublin around the Mater Station)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                           | Section Ref.    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                                                                                  | Letter          | 1 and 2  | <p>As a community, we welcome the development of the MetroLink project which will bring benefits to our community, to Dublin and to the country as a whole and look forward to its timely delivery.</p> <p>We do, however, have concerns in relation to the proposed works as they affect our community. These are outlined in detail in the enclosed submission, but we would like to draw attention to three key concerns.</p> <p>In order to keep local residents informed of developments and ensure buy-in and support from the community, we request the establishment of a Mater Station Liaison Committee to ensure continuous communication and consultation with local residents before, during and after the construction phase to address concerns in advance of proposed works and also as particular issues arise.</p> <p>The Liaison Committee should also allow for local input into the reinstatement, restoration and improvement of the Park, public realm and visual amenity of the area.</p> | <p>Thank you for your submission and for sharing your concerns/observations related to the MetroLink Project. We have reviewed the submission and provided response for your observation/concern in detail below.</p> <p>TII have undertaken extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by EIAR Chapter 8, as well as undertaking a detailed and extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink Railway Order application.</p> <p>TII carried out extensive non-statutory public consultation during the development of the Emerging Preferred and Preferred route development stage. In addition, there have been several meetings with local residents during the development of preliminary design stages for the scheme.</p> <p>It is the intention of TII to continue to consult with Local Business and Residents through the establishment of local community forums.</p> |
| 2                                                                                  | Letter          | 2        | <p>The local community is unanimous in its view that the design of the station is out of character with the surrounding architecture and also wishes to have the Four Master Park restored as far as possible to its original appearance. To that end, we request local input into these proposals through the Mater Station Liaison Committee.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As noted in response item (1) above, TII are committed to engaging with and listening to the views and concerns of the District 7 Community Alliance, and working with the community to manage any impacts resulting from MetroLink construction.</p> <p>Prior to the submission of the Railway Order Application, TII engaged with the local business community and explained the sequencing of works and environmental impacts as set out in the Railway Order submission. TII are committed to addressing the concerns of the local business community that are detailed in the District 7 Community Alliance submission and to continue to address their concerns throughout the projects construction stage through one on one engagement and through the soon to be established local business forum.</p> <p>Please refer to response items (11, 12 &amp; 13) below in relation to the architectural design of Mater Station.</p>                                                                                                                                                                                                                                |
| 3                                                                                  | Letter          | 2        | <p>We are of the view that the development of the Mater Station offers an opportunity to rejuvenate the area around the Mater Station and Four Masters Park. To that end, we request that provision be made for the establishment of a Community Fund to be used to improve local amenities.</p> <p>We look forward to engaging with the NTA, TII and Dublin City Council on the above and on the establishment in the first instance of the Mater Station Liaison Committee which we consider to be an essential first step in engaging with the local community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options, including aspects of biodiversity.</li></ul> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4                                                                                  | 1. Introduction | 5        | <p>In keeping with current national and local development and planning policies, we make the following observations to ensure that the proposed development and construction does not:</p> <ul style="list-style-type: none"><li>i) injure the residential and commercial character of the Berkeley Road area,</li><li>ii) undermine the amenities of property in the vicinity of the Mater Station,</li><li>iii) compromise the safety, health or wellbeing of local residents.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"><li>i) Please refer to response items (11), (12) and (13) in relation to the architectural design of Mater Station, and impacts to the public realm.</li><li>ii) Please refer to response item (9) in relation to the impacts to the urban environment in the vicinity of stations.</li><li>iii) Please refer to response item (17) in relation to the assessment of predicted impacts and proposed mitigations to ensure the safety of the surrounding population.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                     |                                                         |          | 066                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                                             |                                                         |          | District 7 Community Alliance (An alliance of 7 resident associations in North Central Dublin around the Mater Station)                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                           | Section Ref.                                            | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                                                                                  | 1. Introduction                                         | 5        | As such, where observations are found to be of merit, we ask that the issues raised and remedies requested here serve as the basis for formal commitments, obligations and planning conditions that may be required of the applicant, project sponsor and/or scheme contractor prior to, during and after construction.                                                                                                              | <p>Please refer to response items (1) and (2) above in relation to the consultation process.</p> <p>EIAR Chapter 5 (MetroLink Construction Phase), Section 5.12.4.5 sets out TII plans for community engagement during the construction Phase.</p> <p>A Stakeholder and Community Engagement Plan has already been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none"><li>• Regularly reviewing and updating stakeholder and community engagement plans;</li><li>• Actively maintaining partnerships and design focus groups established with the community; and</li><li>• Communicating in a timely and open manner.</li></ul> <p>Through the ongoing development of this plan, it is proposed that TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in this EIAR, will be informed in advance of work taking place.</p>                                                                                                                                                                                                                                                                                                                                                                     |
| 6                                                                                  | 2. Need for Greater Clarity and Community Consultation  | 6        | We feel it is important to note that the period allow for submission of observations in relation to this Railway Order, although it might be in line with statutory requirements, it is completely inappropriate and it is against the principles of planning consultation to expect local residents with no technical background or knowledge to be able to review a submission of this size and complexity in the period provided. | As noted, the period for consultation is in line with statutory requirements. The Non Technical Summary provides a summary of the Environmental Impact Assessment in general terms for ease of understanding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7                                                                                  | 2 - Need for Greater Clarity and Community Consultation | 6        | At an overall level, we observe a general lack of clarity around the responsibilities of the applicant and delivery teams in terms of communication and consultation with the local community over the course of the project. This also includes the proper demarcation of responsibilities between the applicant, the Scheme Contractor and other parties involved such as TII and Dublin City Council.                             | <p>Appendix A5.1 Outline Construction Environmental Management Plan (CEMP) details the monitoring and communication process that will be implemented throughout the construction phase. The document also sets out the responsibilities of the employer, employer representative, the contractor(s), the construction manager, the environmental manager and the environmental specialists that may be engaged by the contractor(s).</p> <p>As detailed in Appendix A5.1 Outline CEMP, TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works, including residents, businesses, community resources and specific vulnerable groups.</p> <p>The contractor(s) will also be responsible for implementing a Stakeholder Communication Plan, as set out in response item (4) above, which will be developed under the consent of a designated Public Liaison Officer appointed by TII.</p> <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities such as Dublin City Council, and all other stakeholders affected by the proposals will be informed of planned works.</p> <p>As noted in response item (1), it is TII's intention to continue to consult with Local Business and Residents through the establishment of local community forums for residents and local business forums for businesses.</p> |

| Submission No.                                                                     |                                                         |          | 066                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| 8                                                                                  | 2 - Need for Greater Clarity and Community Consultation | 6        | We also observe a lack of specificity with regard to the applicant's formal obligations to the local community (e.g. ground vibration monitoring, emissions and air monitoring, to name but a few), and particularly the lack of obligation that pertain to specific worksites such as, in our case, the Mater Station (e.g. the nature of the reinstatement of the Four Masters Park and all adjacent areas of public realm that might be impacted by the works). | <p>Appendix A5.1 Outline CEMP identifies the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout construction. Compliance with the CEMP does not absolve the contractor(s), and their subcontractor(s), from compliance with all legislation and byelaws relating to their construction activities.</p> <p>For the duration of the contract(s), the environmental performance of the contractor(s) will be monitored through site inspections and audits by the Environmental Manager. The programme for monitoring, inspections and audits will be specified in the contract and it is likely to be a combination of internal inspections and independent external audits that may be either random or routine. The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. The contractor(s) will be required to inform TII of any continuous exceedances of criteria.</p> <p>Detailed monitoring plans will be prepared by the contractor(s), such as a Construction Noise and Vibration Management Plan, an Air Quality Management Plan, Dust Management Plan, Blasting Plan, Ecology and Landscape Management Plan, to name a few. Further details on the documents to be provided by the contractor(s) are contained in Appendix A5.1 Outline CEMP.</p> <p>In relation to conservation and architectural heritage, a Project Conservation Architect has been engaged to oversee the implementation of the Project. The PCA will prepare specifications for the removal, storage, conservation and reinstatement of any built and cultural heritage elements such as at Four Masters Park.</p> |  |
| 9                                                                                  | 2 - Need for Greater Clarity and Community Consultation | 6        | Finally, we note that the restoration and rejuvenation of the area after the development of the Mater station is vital to the proposal being acceptable to the local community.                                                                                                                                                                                                                                                                                    | <p>Please refer to response items (11), (12) and (13) in relation to the architectural design of Mater Station. The completion of a MetroLink Station at Mater will likely lead to the rejuvenation of the local area around the station. TII are committed to the restoration and enhancement of the Four Masters Park on completion of the station, that will undoubtedly set this location as an attractive place to live and do business.</p> <p>As noted in Chapter 3 (Background to the MetroLink Project), there will be improvement in the physical quality of the public realm by provision of high-quality station architecture designed to ensure universal access, natural wayfinding and passive surveillance. This is reinforced with well-designed hard and soft landscapes. Station architecture and public realm design are fully integrated with the local environment and designed using high quality materials to provide an attractive environment resulting in a positive and comfortable passenger experience.</p> <p>The proposed Project stations will support opportunities to improve the urban environment, as will the associated reduction in vehicle numbers. The attractiveness of the urban environment is also a key determinant in where people choose to live, attracting more population, amenities and business into the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 10                                                                                 | 2 - Need for Greater Clarity and Community Consultation | 6        | These issues could be addressed by requesting the applicant to agree a comprehensive plan for community liaison on aspects of the development before construction begins, potentially as part of any detailed design, planning, and procurement strategy planned for 2023.                                                                                                                                                                                         | Please refer to response items (1), (2) and (4) above related to the consultation process and TII's commitment to community engagement throughout the construction and operational phases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 11                                                                                 | 2 - Need for Greater Clarity and Community Consultation | 7        | To provide for appropriate ongoing review of operations on site in conjunction with the local community, we ask that a Mater Station liaison committee be established to liaise between the applicant, the building contractor and the local community to ensure all and any issues that arise before, during and after construction are resolved in a coordinated and consensual manner.                                                                          | Please refer to response items (4) and (5) in relation to community engagement and communication during the construction phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 12                                                                                 | 2 - Need for Greater Clarity and Community Consultation | 7        | Membership of the committee could include local community members (e.g. reps from Berkeley Road Area and District 7 Community Alliance), elected representatives of Dublin City Council, and representatives of the applicant and the applicant's team. The committee will act as a liaison with the local community in relation to ongoing monitoring of the Mater station construction.                                                                          | Please refer to response items (4) and (5) in relation to community engagement and communication during the construction phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

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| 13                                                                                 | 3 - Observations - 3.1.1 Design Observations | 10 and 11 | <p>It is our view that the quality of the streetscape, particularly its relationship with Berkeley Road and the view to the old Mater Hospital, will be compromised by the following aspects of the new MetroLink Station:</p> <ul style="list-style-type: none"><li>- Voluminous design and obtrusive orientation of the station.</li><li>- Excessive use of bollards.</li><li>- Excessive hard landscaping and construction of a 'plaza'.</li><li>- Construction materials and colour scheme of the station and ancillary buildings are inappropriate and do not enhance the architectural quality of the streetscape.</li><li>- The proposed single access to the station (this could be moved south to provide dual access to/from Eccles Street and Berkley Road to/from the proposed station box from the south. The access canopies could then be located within the area currently finished in tarmacadam adjacent to St Joseph's Church thus avoiding unnecessary intrusion in the Four Masters Park. This would allow for the retention of much of the historic railings as well as the restoration of the Four Masters Cross to its original location).</li><li>- Proposed location of the ventilation shafts, lifts and other structures (e.g. skylights) along Berkeley Road (Which could also be moved to a location similar to that noted above in relation to access points), and their design and materiality which is not in keeping with the visual heritage of the existing buildings.</li><li>- The proposed relocation of the Four Masters Cross is inappropriate and consideration should be given to reinstatement to its original location as noted above.</li></ul> | <p>Please refer to response item (13) below in relation to the architectural design of Mater Station.</p> <p>TII recognise that Four Masters Park has very important heritage and architectural connotations, and as such the Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none"><li>* Realignment of the Four Masters Memorial;</li><li>* Rearranging the footpath to provide enough pedestrian space for the main entrance;</li><li>* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and</li><li>* Replacement of existing trees.</li></ul> <p>The construction of Mater Station in the Four Masters Park will affect the park itself, both Eccles Street and Berkeley Road, and St Joseph's Church, requiring stringent environmental management measures during construction and restoration of the urban realm. Design changes that were introduced to reduce impacts on heritage include the following: prior to the construction phase the railings, gates, plinth walls, Healing hands sculpture and Celtic cross at Four Masters Park (RPS, Reference 737) will be removed, stored carefully and reinstated following the completion of construction of the proposed Mater Station.</p> <p>The entrance to Mater Station is situated at the northwest corner of the park and close to the Hospital access, which is conveniently located to walk to Mater Hospital, St Joseph's Church and Berkeley Road. The location of the entrance is also a result of the tunnelling alignment between Glasnevin and O'Connell Station, in line with the Project objectives of facilitating integration and serving the City Centre.</p> <p>Ideally, and like the vast majority of the MetroLink deep stations, the ventilation shaft would be an integral part of the main structure. However, with limited space to build the station under the park and surrounding roads, a ventilation shaft located on the north west corner of the structure would protrude up into Berkeley Road, and therefore would require the road to be diverted permanently around it where there is limited space to do so. Its proposed location will in the long term be a preferred location as it allows the streetscape to be returned to its pre-construction layout upon completion.</p> <p>As detailed in Chapter 26 (Architectural Heritage), following the completion of the construction of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations to facilitate ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. The existing garden and grotto adjoining and within the grounds of St Joseph's Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front. To ensure the protection of architectural heritage throughout the alignment, a Project Conservation Architect has been engaged to oversee the implementation of the Project. A specialist Heritage Works Contractor will also be appointed to remove, store and conserve and constraints during the construction phase, to ensure they are protected for reinstatement prior to the Operational Phase.</p> |  |
| 14                                                                                 | 3 - Observations - 3.1.1 Design Observations | 11        | <p>The removal of 50 mature trees from this relatively small area is excessive, unnecessary, at odds with Government climate action and biodiversity policy, and would represent a significant environmental and visual amenity loss to the local area.</p> <p>The Planning Report states that “<i>tree planting will ...be relatively immature and will not enclose the Park or contribute much to the definition of the two adjoining streets for at least a period of approximately 7-10 years</i>”.</p> <p>In light of this, proper consideration should be given to protecting existing mature trees where possible, as well as reinstating mature trees that must be felled with mature specimens.</p> <p>We do not believe that there are any technical barriers or difficulties preventing consideration of the above matters which will in turn result in the nearly full reinstatement of the Four Masters Park, its environs and the vistas to and from local protected structures after construction and ask that local residents, for whom views are an amenity of their property (and who have not had access to any studies of the visual impact assessment), be consulted on the above aspects.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>EIAR Chapter 27 (Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. On completion of the station box, the existing Four Master Park and its surface features will be substantially reinstated with the visual amenity of the area largely restored, much to its existing condition and improved in respect of the shared space to the front of the original hospital building, the refinement of the park layout and the tree and plant species selection.</p> <p>Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street, will again impart the tranquil qualities of the existing condition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |



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| 15                                                                                 | 3 - Observations - 3.1.1 Design Observations | 12       | <p>There are many examples of modern underground stations with a much smaller elevation, visual impact and footprint above ground. Other similar projects have also incorporated design contests for station canopies to promote local acceptance.</p> <p>Examples given:</p> <ul style="list-style-type: none"><li>- St. Cathedral Parkway Subway Station by LHP Architects - New York.</li><li>- Compact metro canopy designs - Bilbao</li></ul>                                                                                                                                                                                                                                                                                   | <p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Existing monuments and protected railings will be relocated within the park. Large mature trees will be placed so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design.</p> <p>TII believe that 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. The station concourse at Mater will be 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.</p> <p>At Mater station, the canopy entrance evokes the scale of park structures. 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.</p> <p>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>                                                                                                                                                                                                                               |
| 16                                                                                 | 3 - Observations - 3.1.1 Design Observations | 13       | Overall we believe that, in the interest of visual amenity, and safety, local residents have a right to influence what local streets will look like and the priorities for their design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Please refer to response items (1), (2) and (4) above in relation to the consultation process and TII's commitment to community engagement throughout the construction and operational phases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17                                                                                 | 3.2 Construction Context - Mater Station     | 14       | <p>Residents will suffer the possible impact of vibration, dust and noise including the possible damage to their health and their properties. They will lose years of enjoyment of the area, and many will lose the amenities of their property, through restricted access, loss of views, noise and air pollution during its construction, without any return.</p> <p>The impact of the construction of the Mater Station and ancillary MetroLink infrastructure in the area, in terms of traffic and emissions cannot be considered in isolation from the broader context of development in the vicinity.</p> <p>Our observations in relation to the impact of contractution on both residents and businesses are noted below.</p> | <p>Potential impacts associated with the construction phase activities of the proposed Project on the residences and businesses are addressed in Chapter 11 (Population &amp; Land Use) of the EIAR, with mitigation measures proposed where required. The construction site will be located in Four Masters Park. This will give rise to inconveniences and disturbances affecting activities and services at a localised level and Berkeley Street in particular. This includes potential noise and vibration impacts from construction activities as detailed in Chapter 13 (Airborne Noise &amp; Vibration) and Chapter 14 (Groundborne Noise &amp; Vibration), disturbances to the local road network as detailed in Chapter 9 (Traffic &amp; Transport), and dust risk as detailed in Chapter 16 (Air Quality).</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed). Please also refer to response (1) above that also summarises the assessed impacts and proposed mitigations.</p> <p>Additionally, the appointed contractor will prepare detailed design and construction methodologies in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts (Traffic, Noise &amp; Vibration, Air Quality etc) are fully considered, managed and mitigated in accordance with the EIAR and Railway Order. This detailed CEMP(s) will be provided to Dublin City Council (DCC) for consultation and approval in advance of any construction works on site and more broadly will be considered by DCC in the context of other developments in the area at the time of approval.</p> <p>An Outline CEMP, included in Appendix A5.1 of the EIAR, lists out all of the requirements for construction environmental planning and management that will be developed further by the appointed contractors. Baseline surveys and monitoring will be undertaken in advance of the works commencing with instrumentation also used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> |

| Submission No.                                                                     |                                  |          | 066                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 18                                                                                 | 3.2.2. Accessibility and parking | 16       | <p>Dublin City Development Plan 2016 - 2022, states it is DCC policy "<i>to improve facilities and encourage relevant transport agencies/transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children</i>".</p> <p>Further: MT027 states as an objective for DCC "<i>to renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking, and to facilitate short-term parking for shopping, business and leisure purposes at appropriate locations</i>".</p> <p>It is not clear whether these policies and objectives have been considered fully or sensitively in the current scheme.</p> | <p>Dublin City Development Plan 2016-2022 (DCC 2016a) is one of the relevant Local land-use transport planning policies which sets out the context for the proposed Project. Further details on the planning and policy context of the proposed Project can be found in the Planning Policy Report and Overall Traffic and Transport Assessment (Appendix A9.2).</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase) explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, there will be slight impacts for loading and parking during the Enabling Works associated with Mater Station. These are in the form of a loss of parking bays for both on street loading facilities outside 16 &amp; 17 Berkeley Road and general parking. This loss of parking will at its peak be approximately 7 parking spaces, however generally only one or two spaces will be lost during each sub phase of the works. Further details on this can be found in EIAR Appendix A9.5 section 7.7.5.3.5.</p> <p>During Phase 1 of the Main Works, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed, resulting in the removal of 12 on-street parking spaces. Approximately 5 on-street Pay and Display and Resident Permit parking spaces will be removed from the western side of Berkeley Road. A temporary location for the taxi rank will be agreed with DCC.</p> <p>During Phase 2 and 3 of the Main Works at Mater Station, the Pay and Display parking spaces along the eastern side of Berkeley Road will be removed. This will result in the removal of 12 on-street parking spaces. On the west side of Berkeley Road, five on-street Pay and Display and Resident Permit parking spaces will be removed as well as a loading bay that will be relocated.</p> <p>A summary of Mitigation Measures in Construction Phase are presented in Table 9.147 of the EIAR Chapter 9 (Traffic &amp; Transport). The mitigation measure for Berkeley Road for general traffic, parking and loading is to monitor if closures are required at all stages of the construction phase, or if spaces can be reinstated temporarily throughout the works.</p> <p>Once MetroLink is operational, to accommodate the station entrance, the current footways and traffic lanes on Eccles Street will be realigned as part of the proposed Project. The realignment of Eccles Street, and the widening of the footway on Berkeley Road will result in the loss of on-street parking at both locations. Approximately 20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road, due to the provision of a signalised crossing in proximity to the Station entrance. While there will be a loss of commercial and residential parking and loading infrastructure as a result of the proposed Project, the modal shift from road to public transport when the proposed Project is in place will reduce the overall demand on parking and loading facilities, thus reducing the severity of the impact in the long-term.</p> |
| 19                                                                                 | 3.2.2. Accessibility and parking | 16       | <p>Under the current scheme, there is a cumulative loss of approximately 34 parking spaces in the Berkeley Road area ("<i>20 on-street parking spaces will be lost on Eccles Street, while approximately 14 spaces will be lost on Berkeley Road</i>"), with a long-term negative impact predicted. However, it also states that 'this impact will be removed following completion of the Construction Phase'.</p> <p>It is not clear whether this means that the parking spaces will be reinstated or is simply a boilerplate response unrelated to local 'Mitigation Measures' for Berkeley Road and Eccles Street.</p>                                                                                                                            | <p>Please refer to response item (18) above which details the impact to parking at Mater Station in the operational phase.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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| 20                                                                                 | 3.2.2. Accessibility and parking | 17 and 18 | <p>Given current pressures on parking (in an area in which many households in the area do not own a motorcar) it is unclear how resident parking and access to parking for short-term medical visits or services will be maintained during construction or if it has been considered at all. There are also concerns that a considerable amount of car parking for residents will be eliminated after completion of the works in an area already lacking such facilities.</p> <p>Beyond a high-level mention of 'car-sharing' and 'transporting workers to site via mini-buses', there are insufficient details in relation to the provision of transport or car-pooling for people working on the Mater site (also a policy/objective in Dublin City Development Plan) or how the extra parking and traffic and access difficulties created by the current proposals in the Berkeley Road area will be resolved.</p> <p>Remedies Sought: A detailed proposal on how the limited parking access in the area can be protected for vulnerable visitors and local residents, to be agreed in consultation with local residents and businesses, as part of a broader traffic impact assessment and travel management plan.</p> <p>In addition, a detailed proposal should be required from the applicant and its agents, including the scheme contractor, on how site workers and site visitors will travel to the site (e.g. park &amp; ride etc.), in keeping with DCC policies on sustainable travel and development - again to be agreed in consultation with local residents and businesses.</p> <p>Similarly, consideration should be given to consultation with other public bodies (DCC, etc.) in relation to parking enforcement, and parking provisions for residents.</p> <p>Lastly, the applicant should be requested to clarify the intended final layout of Berkeley Road including the reinstatement of public road infrastructure, including footpaths, cycle lanes and short term and resident car parking spaces to at least the existing numbers and provision if not improved.</p> | <p>Please refer to response number (18) above in relation to the impact to parking at Mater Station during both the construction and operational phases.</p> <p>As noted in Appendix A5.1 Outline CEMP, all staff and workforce will be encouraged to make their way to and from the site by public transport, by project-specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominataed contractor(s) may provide a transfer pick up and dropoff service from suitable public transport hubs.</p> <p>A Construction Mobility Plan will be prepared for the proposed Project by the contractor(s) to outline access arrangements to construction sites by sustainable travel modes. Each site will need a specific plan for project personnel mobility. The following measures will be considered within the final Construction Mobility Plan:</p> <ul style="list-style-type: none"><li>* The provision of showers/changing rooms for construction staff;</li><li>* The provision of cycle parking for staff;</li><li>* Ensuring safe and segregated pedestrrrian access to site; and,</li><li>* Provision of site-specific transportation (minibuses) where frequent movements are going to be occurring e.g. between different work sites.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 21                                                                                 | 3.2.3 Traffic & Travel           | 18        | <p>Traffic &amp; Travel: Summary of issue below - more assessments</p> <p>It is unclear if these (Traffic modelling) include consideration of other developments in the local area.</p> <p>It is not clear that the current proposals provide an assessment of the nature and extent of the impact of the development on the wider transportation system, particularly pedestrians, but also cyclists and other road users.</p> <p>Not aware of any assessment of the safety impact on the reallocation of road space on Berkeley Road.</p> <p>Meaningful engagement sought on the expanding desk based assessment in the area.</p> <p>Remedies Sought:</p> <p>A detailed contextual assessment of the effects of the proposed development during the period of construction on pedestrian and vehicular safety in the vicinity of the construction site is sought, to include assessment of walkability and impact of increased parking pressures and traffic displacemnt in the neighbouring residential streets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>As detailed in Appendix A9.5 Scheme Traffic Management Plan, the assessment of impacts on the traffic network includes the measures proposed within the R132 Connectivity Study and the proposed BusConnects infrastructure designs. During the operational phase, traffic modelling assesses a scenario with the Project and committed transport schemes only, and a scenario with the Project with planned schemes under the National Development Plan (for Opening Year) and planning schemes under the Transport Strategy for the GDA for the Design Year and the Forecast Year.</p> <p>Designated access and pedestrian routes around the construction site at Mater Station, particularly at and/or along the hoarding lines will be designed so that it is not perceived as uninviting by pedestrians. With the exception of the Construction Compound on Four Masters Park pedestrian routes for residents and businesses will be maintained throughout the construction period on Eccles Street and Berkeley Road, see Figure 7-35 of Appendix A9.5. The impact on pedestrian and cyclist safety during the construction phase has been assessed and presented in Appendix A9.5 Scheme Traffic Management Plan. This is assessed through consideration in reductions in quality of service, such as through the removal of designated infrastructure, increased conflict with construction vehicles, or reduced width of infrastructure.</p> <p>The requirements for pedestrian and cyclist provision during the construction phase are outline in section 6.1 Traffic and Transport of the Outline Construction Environmental Management Plan (CEMP) Appendix A5.1 of the EIAR. The environment around the site compound will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will ensure that the impact to businesses and shops adjacent to the works areas is minimised. Temporary pathways will be installed where appropriate, and provision will be made to ensure access for persons with restricted mobility is maintained. Where the existing level of service cannot be maintained in the vicinity of the compound at Mater, an alternative route will be provided. This route will be clearly signed, visible, and safe, and will provide a level of service (capacity) required to cater for the pedestrian demand. The Outline CEMP provides for the establishment of a Project Construction Traffic Forum, which will include representatives from key stakeholders.</p> <p>From the requirements set out in the Outline CEMP and as part of the preparation for the construction phase the appointed contractor for the works at Mater Station will prepare a detailed Traffic Management Plan of their proposal to manage and control traffic including pedestrians and cyclists. The Traffic Management Plan is a key document within the CEMP documentation to be submitted for Dublin City Council for consultation and approval prior to works commencing at Mater.</p> |

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| 22                                                                                 | 3.2.4 Economic Impact on Local Businesses | 19       | <p>Economic Impact on Local Businesses.</p> <p>Given the duration of the construction, the removal of parking spaces and vehicular access, the scale of the impact on local businesses is likely to be economically significant. Indeed, without some form of material intervention, it is hard to see how many will survive. This outcome will be a huge loss to the local community and contrary to the stated objective of economic regeneration in the area.</p> <p>Remedies Sought: An economic assessment on the effects of the proposed development on local businesses and consideration of potential methods to ameliorate any negative impacts, including their inclusion in Community Gain projects during and after construction.</p> | <p>TII/NTA do not have a policy of compensation for local business for disruption during the construction stage. As with the installation of Luas line throughout the City, TII believe that any short term disruption to businesses during the works is offset by the eventual benefits of owning and operating a business in close proximaty to developed public transport.</p> <p>For residential properties only, TII is committed to having a Property Owner Protection Scheme (POPS) in place. The scheme allows residential property owners to register with TII if the property is within thirty metres of the edge of the MetroLink alignment or fifty metres of station structures. The POPS comprises condition surveys of private properties and other selected properties along the route of the proposed Project. The purpose of the condition surveys would be to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether the same may be attributable to the proposed Project and recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in the swift and accurate verification of any property damage claims which may be received from property owners. The POPS would be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>The Property Owners' Protection Scheme is in addition to the existing legal rights of property owners and is in place to provide a simple and prompt way of rectifying any damage caused under the project up to the ceiling of €45,000. If the sum should exceed this amount the normal claims process would be used with the insurance companies for TII and/or the contractor.</p> <p>Useful information on POPS can also be found in the MetroLink Frequently Asked Questions document which can be found on-line at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a></p> |

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| 23                                                                                 | 3.2.5 Health Impact on Local Residents: Air Quality | 20 and 21 | <p>Refers to: National Policy Objective 64 of the 2040 Project Ireland 2040 National Planning Framework is to “<i>improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas</i> ” . And</p> <p>Clean Air Strategy that is currently being developed by the Department of the Environment, Climate and Communications. And</p> <p>Noted that the construction and development of the Mater station is just one of a number of developments taking place in the local area. Prior to any of this development taking place, the Phibsborough area has been identified as having poor air quality by the Clean Air Together project developed by the EPA in partnership with An Taisce’s Environmental Education Unit.</p> <p>Remedies Sought: At a minimum, in the interests of public health and residential safety, local monitoring and mitigation of air quality should be agreed with the local community and these should consist of discrete, measurable obligations to be regularly disclosed to the public required as part of the grant of planning permission. It is also strongly recommended that air quality monitoring standards for the Mater station construction should be brought in line with WHO recommended emission standards and benchmarks.</p> | <p>Further to response item (15) above, EIAR Chapter 16 (Air Quality) assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. Air quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities at the Mater Station site from Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for the Mater Station site being:<br/>- Earthworks - Large;<br/>- Construction - Small;<br/>- Trackout – Large;</p> <p>This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan.</p> <p>Before commencing relevant works, an Air Quality Management Plan will be prepared and submitted for TII approval. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite, including Mater.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> <p>In addition, EIAR Appendix A5.1 presents the Outline Construction Environmental Management Plan (CEMP). This document provides a framework that outlines the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout the construction phase. Referring to the Outline CEMP, the appointed contractor will prepare a more detailed CEMP for the Mater Station site. The detailed CEMP will be provided to Dublin City Council for consultation and approval in advance of any construction works on site. In addition, TII may appoint an Employer Representative to monitor compliance with the CEMP on their behalf. This may involve the appointment of temporary or permanent specialists with appropriate skills and experience as required to implement on-site procedures and monitor construction on behalf of TII to ensure impacts do not exceed those identified in the RO, i.e. competent experts in biodiversity, architecture, archaeology and cultural heritage, noise and vibration, dust, waste, soils, land, ground movements, contamination and water.</p> <p>In addition, regulatory and statutory bodies may undertake site visits to monitor compliance with legislative and regulatory requirements. A Freephone (e.g 1800) helpline service will also be maintained during the Construction Phase to deal with enquiries and concerns from the general public. All legal standards in force in relation to air quality will be adhered to during construction.</p> |



| Submission No.                                                                     |                                                                        |            | 066                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| 24                                                                                 | 3.2.6 Construction Impact on Residential Property and Other Structures | 21, 22, 23 | <p>Refers to: The demarcation of properties included in vibration monitoring strategies is insufficient and the proposed strategy and measures does not provide any clarity on surveillance of properties that lie in close proximity to the works but just outside the 30m monitoring zone nor any details of how liaison with home owners will be undertaken or in what regularity. And</p> <p>Given the difficulty in predicting the likely impact of construction on local property, it should not be the case that it is determined, through estimation or prediction, who will be impacted by the construction before the development has taken place, nor should the possibility of engaging with TII regarding damage be presumptively limited to an estimated cohort (nor should this determination be within the gift of the Scheme contractor).</p> <p>Remedies Sought 1 of 4: In the interests of public health, residential safety and natural justice, clarity is required as to the scale of monitoring of properties and redress available for affected properties, particularly those where tunnelling is taking place directly under or near their homes. Detailed strategy on monitoring of properties in proximity to the tunneling works, detailed policies on rehousing, and details of provisions for homeowners without the means or capacity to engage surveyors or legal advice prior to, or during, construction are also required.</p> | <p>Further to response item (20) above related to POPS, information regarding any situations requiring relocation and the process for financial compensation for property impacts directly related to the proposed Project is provided in Chapter 11 (Population &amp; Land Use) and Chapter 21 (Land Take) of the EIAR.</p> <p>A comprehensive Settlement Assessment has been undertaken to determine the potential impacts that construction of the proposed Project will have on sensitive receptors such as buildings and infrastructure from the advance of the Tunnel Boring Machine (TBM). The ground movement predictions and the building damage assessment methodology adopted for MetroLink is based on the approach adopted in most tunnel projects around the world, including London Crossrail and High Speed 2 in England. This is described in EIAR Section 5.4.11 (Ground Settlement Monitoring and Mitigation Works).</p> <p>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category and determines where further assessments are required (Table 5.2) along the route. In advance of construction commencement all of the properties likely to be impacted by the works will be reassessed under this process and against the most up to date design information.</p> <p>EIAR Chapter 21 (Land Take), Section 21.6.1.2, outlines the Compensation for Compulsory Purchase process. Under the Transport (Railway Infrastructure) Act 2001 (as amended) (the ‘Act’) upon commencement of the Railway Order (RO), TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the RO, and, for that purpose, the RO shall have effect as if it were a compulsory purchase order (as referred to in Section 10(1) of the Local Government (No.2) Act 1960 (as inserted by Section 86 of the Housing Act, 1966) which has been duly made and confirmed) with modifications. Accordingly, TII is authorised to serve a notice to treat pursuant to the provisions of the Housing Act, 1966, including Section 79 thereof. TII also has the right to enter onto other lands for the purposes of carrying out the works permitted under the RO in certain circumstances. The acquisition of the various specified rights and interests in land and property, is necessary in order to ensure the delivery of the MetroLink project in its entirety.</p> <p>Further information can be obtained from the MetroLink Compulsory Purchase Order Guideline document (September 2022) which can be found on-line at: <a href="https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://www.metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and or temporary acquisition. Compensation will be provided through the Compulsory Purchase Order (CPO) process. Details are set out in the LAS (Land Acquisition Strategy) regarding the arrangements proposed for the provision of information and assistance to owners and occupiers of land required for the construction and/or operation of the MetroLink project whether or not the occupier has any interest in the land which may be subject to a compulsorily acquisition.</p> |
| 25                                                                                 | 3.2.6 Construction Impact on Residential Property and Other Structures | 23         | Remedies Sought 2 of 4: Prior to commencement of construction, comprehensive 'no fault' insurance should be put in place to protect households and residents in the area and details should be publicly provided.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Please refer to response no (22) above relating to POPS.                                                                                                                                                                                                                                                                                                                                                                        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| 26                                                                                 | 3.2.6 Construction Impact on Residential Property and Other Structures | 23         | Remedies Sought 3 of 4: Additionally any grant of planning permission should condition the provision of a community liaison structure by the applicant to investigate and address any damage caused to property in proximity to the tunneling works but outside the monitoring area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| 27                                                                                 | 3.3.1 Community Gain | 24, 25, 26, 27, 28 | <p>Refers to: Given the scale of upheaval in the area, and duration of the project, we believe that the NTA and TII should make provision, for the benefit of the local area, for a Community Fund which can be spent on improvements to the visual amenity and liveability of the local area. And</p> <p>Critical in the context of the reinstatement of the Four Masters' Park and the substantial impact to Berkeley Road residents and businesses. And</p> <p>Concerned with the lack of detail and clarity regarding the reinstatement of the Four Masters' Park and public realm improvements to the area.</p> <p>Remedies Sought 4 of 4:</p> <p>i) In recognition of the severe upheaval caused to local residents and businesses by the proposed project, a Community Fund should be established, financed through development contributions by TII/the applicant, to be spent on the rejuvenation and enhancement of the Berkeley Road Area and environs.</p> <p>ii) Liaison committee discussed in Section 2 of this document will be responsible for the management and dispersal of the Community Fund.</p> <p>iii) Priority for local improvements should be given to proposals generated by the local residents (e.g. the District 7 Community Alliance proposals).</p> <p>iv) Such redevelopments should commence before the completion of the Metro and be completed prior to the opening of the station and, so far as possible, in parallel with its construction.</p> | <p>Please refer to response item (3) above related to the provision of a community fund.</p> <p>Please refer to response items (1), (2) and (4) above related to the consultation process.</p> <p>Please refer to response items (11), (12) and (13) in relation to the resinatement of Four Masters Park and the public realm improvements at Mater Station.</p> |

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| Organisation Name or Name of Submitter                                  |              |          | Donal O'Brolcain (100 Griffith Avenue, Drumcondra, Dublin, D09 T6K3)                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 1                                                                       | Letter       | 1        | <p>I ask that An Bord Pleanala refuse to grant a railway order for this project on the following grounds.</p> <p>1. It will not enhance public transport options within those parts of the Dublin Area in which most journeys take place(see Figure 1) It is another stand-alone non integrated project which will continue to absorb resources better used elsewhere;</p>                                                                                                                              | <p>TII does not concur with the view that MetroLink will not enhance pubic transport options or that it is a stand-alone non-integrated project.</p> <p>EIAR Chapter 3, Background to the MetroLink Project, explains the need for the Project, and how MetroLink will address challenges within the Greater Dublin Area. The proposed Project 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 proposed Project will improve the performance of the public transport and road networks in North Dublin, including the critical Dublin-Belfast trade corridor, and the supporting infrastructure for Dublin Port and Dublin Airport. By creating a new transport mode choice for passengers, the proposed Project will enhance regional and international connectivity and help optimise the transport network. EIAR Chapter 9, Traffic and Transport, presents an analysis of the capacity of existing public transport corridors, indicating that the Ballymun bus corridor, as well as many of the other bus corridors in North Dublin, is currently operating well over its capacity, and therefore an alternative solution is required to accommodate demand.</p>                                                                                                                                                                                            |
| 2                                                                       | Letter       | 1        | <p>2. The route chosen</p> <p>a. Does not cater for the Drumcondra corridor which has the greatest demand for enhanced public transport options in the north part of Dublin city. Note the north part of our capital city has more people than Fingal, the south part of Dublin City, South Dublin and Dun Laoghaire Rathdown (see Figure 4) and has had over the past 30 years see Section 1 p16-19.</p> <p>b. Was the outcome of a deeply flawed process run by the National Transport Authority.</p> | <p>With regards to observations (a) and (b) TII does not agree and would note the following:</p> <p>a. Response (1) above refers to how the Project will enhance the public transport network. EIAR Chapter 7, Consideration of Alternatives presents the decision-making process which determined the optimum station location for the Drumcondra area. Stations at either Drumcondra or Glasnevin were considered in the context of the achievement of the Transport Strategy for the Greater Dublin Area (GDA), having particular regard to maximising the quality interchange opportunities between different services and to provide fast and convenient access to major destinations such as Dublin city centre and Dublin Airport. Following careful consideration, it was determined that the provision of a station at Glasnevin will better meet the requirements of the GDA Transport Strategy for the reasons set out in Chapter 7, section 7.6.5 Drumcondra v Glasnevin.</p> <p>b. TII do not agree that MetroLink is the outcome of a flawed process. The decision was informed by a comprehensive Route Option Selecton study which was assessed in accordance with the 'Common Appraisal Framework for Transport Projects and Programmes' (CAF). EIAR Chapter 7 presents the decision-making process that has led to the proposed Project, including the consideration of alternative alignments, and the identification of the preferred route. The assessment of alternatives to identify a preferred route for the proposed Project has been undertaken based on an assessment of a number of route sections, route options and station locations. In March 2018, following a comprehensive assessment of the route options along the corridor, NTA and TII published the Alignment Options Report identifying the Emerging Preferred Route (EPR) for the proposed Project. The EPR was subject to non-statutory public consultation in 2018 and the key observations and submissions are referred to in EIAR Chapter 8, Consultation. A review of the submissions arising from the public consultation and further design development led to the establishment of a Preferred Route for the Project, which was subject to further non-statutory public consultation inn April 2019 (also presented in EIAR Chapter 8).</p> |

| Submission No.                                                          |              |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                                                                       | Letter       | 1        | <p>3. Enhancing public transport options between Dublin City Centre and Dublin Airport can be done by methods other than this proposal given that a 2011 NTA Study of Dublin Airport passengers found that</p> <p>a. Less than one seventh (14%) of trips were business related;<br/>b. Three quarters of all trips were either for holiday/leisure (nearly half) or visiting family/relatives (over one quarter);<br/>c. Less than one third of trips originated in Dublin City Centre/South part of Dublin City;<br/>d. Three quarters (75%) had journey times of less than one hour to Dublin Airport with almost half (46%) having journey time of less than 30 minutes. See Section 1 p. 20-22, 48-50</p> | <p>The overall project objective of MetroLink, as established by TII and as outlined in the Transport Strategy for Greater Dublin Area (2022-2042) and National Development Plan 2021-2030 (Government of Ireland, 2021) is 'to provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. The decision to service Dublin Airport was accordingly a strategic decision made at the highest levels of transport and land use planning and as such is fully consistent with proper planning and sustainable development. If An Bord Pleanála were to refuse the Railway Order on the basis on this submission, it would not be possible to deliver on the policy objective set out in the Transport Strategy and National Development Plan.</p> <p>With regards to the 2011 NTA Study of Dublin Airport, the traffic modelling has been informed by planning datasheets (supplied by the NTA) which utilise data from the CSO 2016 Census, in conjunction with land use and growth priorities identified by the Regional Assemblies and Local Authorities. Therefore, whilst themes may be similar across the datasets, the traffic modelling undertaken as part of the EIAR utilises the most up to date data from the NTA.</p> <p>EIAR Chapter 3, Background to the MetroLink Project identifies the need for the proposed Project to serve Dublin Airport. To achieve the best economic performance, Irish airports (and ports) need to be served by an efficient and effective transportation network. The proposed Project will support the efficiency and growth of Dublin Airport by creating an additional passenger access opportunity and allowing for optimisation of the surrounding road and public transport networks. As detailed in EIAR Chapter 7, Consideration of Alternatives, a range of alternative route alignments and station options were considered. As a result of the multi-criteria analysis undertaken which considered a range of environmental, economic, accessibility and social inclusion elements, the preferred route was identified.</p> <p>Dublin Airport is the largest airport by passenger numbers in Europe without a rail connection, whilst it also has approximately 20,000 people employed within the larger airport campus who require a mode of access. Providing an efficient public transport link from Dublin Airport into the city centre via the R108 corridor facilitates interchange with the other public transport networks for onward journeys to the rest of Ireland, such as the heavy rail network via Glasnevin or Tara Street stations. EIAR Chapter 9, Traffic and Transport presents an analysis of the capacities on existing public transport networks, indicating that the bus corridors around Dublin Airport (on the M1 and R132) are operating at, or very near to, full capacity, and therefore alternative interventions are required to accommodate this demand.</p> |
| 4                                                                       | Letter       | 1        | <p>In addition, the peak times for passengers departing and arriving do not correspond with the AM and PM peak commuting times in the Dublin Area. (Section 1 p. 22). This suggests that the passenger capacity proposed will not be needed for decades, if ever, given recent trends in working remotely from centralised offices.</p>                                                                                                                                                                                                                                                                                                                                                                        | <p>As outlined in EIAR Appendix A9.3, the Traffic Modelling Plan, and EIAR Chapter 9, Traffic and Transport, the Eastern Regional Model (ERM) used for forecasting and assessing the impact of the Project provides a detailed representation of travel demand across four time periods - AM (morning peak), LT (lunch time), SR (School run) and PM (evening peak). This has been used to capture the varied demand throughout the day. As outlined in EIAR Chapter 6, MetroLink Operations and Maintenance, the operational strategy of the proposed Project is driven by the forecasted passenger demand. Passenger demand modelling has been used to predict the numbers of passengers boarding and alighting at each station, and the resulting passenger load on the whole Project, for up to 30 years after opening. Passenger modelling identified that passenger numbers may peak at over 18,000 passengers for the AM peak hour southbound. On the basis of the modelling prepared for the proposed Project and allowing for future growth in capacity beyond the projection year, the proposed Project is designed to accommodate 20,000 passengers per hour per direction. As such, it is not relevant that the Dublin Airport arrivals/departures peak overlaps with the Dublin Area commuting peak, because the modelling confirms that peak travel on this corridor needs a metro scale solution.</p> <p>EIAR Chapter 3, Background to the MetroLink Project, details how the effects of COVID-19 have been considered within the assessments. TII has observed that the road network has returned to near-normal levels (approximately 80%) very quickly following lockdown events - meaning that the capacity constraints and challenges identified are likely to persist without interventions such as the MetroLink Project. While "work from home" trends may be expected to become more prevalent in those industries where it is possible. The business case for the proposed Project has had regard to potential for lower patronage due to hybrid working and the analysis undertaken still strongly supports the provision of MetroLink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Submission No.                                                          |                 |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                  |                 |          | Donal O'Brolcain (100 Griffith Avenue, Drumcondra, Dublin, D09 T6K3)                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                | Section Ref.    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5                                                                       | Letter          | 1        | In short, the vast majority of passengers at Dublin Airport are not very time-constrained in how they access the Airport landside. So travel times between Dublin City Centre and the Airport should not be a criterion by which this proposal is assessed.                                                                                                                                                                                                                                                                          | <p>EIAR Chapter 3, Background to the MetroLink Project, identifies outbound passengers experience significant impact due to unreliability of their journey time to the Airport. TII analysis demonstrates that the M50/M1 Motorway system adjacent to Dublin Airport can at times experience unstable traffic flow patterns, or a complete breakdown of flow. In response to the consequential journey time uncertainty, many travellers to the Airport will factor in a significant buffer time to ensure that they arrive at the Airport in time. Of inbound passengers, over 60% used a car, van or taxi to leave the airport, contributing to road network congestion. Without the proposed Project, the use of private vehicles will grow as populations grow and more people fly, leading to further congestion on the road network.</p> <p>Travel time between Dublin City Centre and Dublin Airport is not the only criterion upon which this proposal is assessed. The benefit that MetroLink delivers are much wider than this. The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations in Dublin City Centre and North Dublin, such as Mater, Swords etc. will utilise public transport to interchange with the MetroLink or will walk or cycle to access their local station. EIAR Chapter 9, Traffic and Transport presents the wider impact to journey times and shows that the proposed Project will have far reaching benefits to journey times to and from a range of locations within the Greater Dublin Area, not just between Dublin Airport and the City Centre.</p> |
| 6                                                                       | Letter          | 2        | Furthermore, Dublin Airport attracts lots of meeters/greeters, at all times of the year. Very few of these people are likely to use public transport to travel to the Airport.                                                                                                                                                                                                                                                                                                                                                       | Please refer to Responses (3) and (5) above in relation to the need for the proposed Project to serve Dublin Airport, and the existing lack of capacity on bus corridors around Dublin Airport. EIAR Chapter 9, Traffic and Transport presents the baseline modal split for journeys to and from Dublin Airport. Between 2006 and 2016, car mode share has decreased through the years, with an increase in Bus in 2016 according to the NTA's Travel Survey. Whilst vehicular modes continue to account for over half of the total mode share, there is an increasing shift towards public transport modes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7                                                                       | N/A             | 2        | <p>In asking you to reject this project, I suggest that other options (see Section 1 p. 35-70, p. 111-132) would better serve the north part of our capital city region, including Swords and the Airport. Any option must focus on the most heavily trafficked corridor of that area ie. through Drumcondra which is primarily a residential and educational district.</p> <p>Our capital city does not need another stand alone public transport system which will not enhance our urban environment which is not well tended.</p> | <p>Please refer to Response (1) above regards the decision-making process in relation to an alignment serving the Drumcondra corridor, and the provision of the Project as part of a wider integrated transport network.</p> <p>As outlined in EIAR Chapter 3, Background to the MetroLink Project, the proposed Project will by way of modal shift and by taking significant volumes of passenger movement underground, support the transformation of the surface level urban environment, making it more attractive for people to engage with. The stations will also attract a wide range of businesses keen to take advantage of the projected footfall, helping to generate an improvement to the urban public realm. Similarly, the proposed Project stations will support opportunities to improve the urban environment through the associated reduction in vehicle numbers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8                                                                       | 2. Route Chosen | 6        | 2.7 This is a case of the public authorities and their consultants suppressing options that were worked out by respected professionals taken on by private citizens. If the public authorities were confident that the project proposed lacked merit, they did not state that, setting out their reasons. This suggests policy-driven evidence making in pursuit of a project favoured by insiders and incumbents. Such stealthy behaviour is not necessary and does not inspire trust in government.                                | <p>EIAR Chapter 7, Consideration of Alternatives presents the robust decision-making process that has led to the proposed Project. This chapter details how route options have been considered and assessed, including the undertaking of non-statutory consultation throughout this process.</p> <p>EIAR Chapter 8, Consultation, presents the extensive public consultation and stakeholder engagement that has been undertaken throughout the entirety of the Project, including with private citizens. TII has at all times endeavoured to ensure the widest possible access for the public, stakeholders and landowners to information about the Project at all stages of its pre-planning development. In this regard, it is intended that the consultation undertaken in respect of the MetroLink project will, when the Railway Order application process is complete, fully meet the requirements of the Aarhus Convention, Codified EIA Directive, and Irish national legislation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                          |                                                                        |          | 064                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                  |                                                                        |          | Donal O'Brolcain (100 Griffith Avenue, Drumcondra, Dublin, D09 T6K3)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                | Section Ref.                                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9                                                                       | 3. North LUAS Loop                                                     | 8        | 3.10 The proposed North Dublin LUAS loop would<br>3.10.1. serve the northern part of Dublin's Core Economic Area comprehensively;<br>3.10.2. be Integrated with what already exists;<br>3.10.3. offer 3 rail-based ways of getting to/from the City Centre from the Airport;<br>3.10.4. link with the existing heavy rail commuter services are 4 different points 3.10.4.1. DART at Howth Junction; 3.10.4.2. Northern Commuter services also at Howth Junction; 3.10.4.3. The Maynooth line at both Drumcondra and Broombridge.                                                                                                                                                                                                                                                                                                                                                                 | EIAR Chapter 7, Consideration of Alternatives explains the alternative transport options that were considered to serve the Fingal/North Dublin Corridor. The options assessed included for heavy rail, light rail and Bus Rapid Transit (BRT) options in addition to combination options. Further detail on each option and the findings of the full assessment undertaken can be found in the Fingal/North Dublin Transport Study (NTA, 2015). The assessment identified an Optimised Metro North as the best medium and long-term transport project for the Greater Dublin Area.<br><br>As previously noted, the proposed Project also offers strong integration with the other public transport networks. Glasnevin Station will provide quality interchange with both the Maynooth and Kildare heavy rail lines, whilst Tara Station offers quality interchange with the DART network. The Luas Red and Green Lines are located in close proximity to the O'Connell Street Station and St. Stephen's Green Station, whilst direct interchange with the Luas Green Line is provided at Charlemont. All stations offer strong integration with the existing Dublin Bus network as well as the future BusConnects network.                                   |
| 10                                                                      | 4. North part of Dublin City is under-served with rail-based transport | 9        | 4.2. Based on the Metrolink proposed in 2018, I commissioned two more maps of the same type, to take account of the results of the 2016 Census see Figure 5 and 6. I realise that the 2022 routing is slightly different to that on which these maps were based. However, both show that the optimum route has not been chosen to serve people living and working in the north Dublin .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | EIAR Chapter 7, Consideration of Alternatives outlines the relevant criteria that was used during the Preliminary Assessment to establish the merits of the feasible and practicable routes identified, in order to develop the most appropriate feasible options for consideration at the next stage. The criteria consisted of the potential for interchange, potential trip demand, key trip attractors nearby, and the impact on the directness of the route (journey times). Therefore, the surrounding population, and associated trip demand, has been strongly considered, however it was not the sole factor upon which the Preferred Route was developed. The Transport Modelling Report (Appendix A9.4) outlines how the NTA's planning datasheets have been used to project the population and job growth both within the GDA, and within a 15 minute walking catchment of the MetroLink alignment, as far as 30 years after opening, demonstrating positive linear growth in both scenarios around the Project alignment.                                                                                                                                                                                                                        |
| 11                                                                      | 5. Dublin Port Tunnel                                                  | 13       | After the Minister signed the order to approve the [Dublin Port Tunnel] project, significant changes were made by adding an extra lane to the inbound slip road from the Coolock Lane Interchange the Shantalla Road Bridge, see section 1 p. 23-24.<br><br>5.4. This was done by stealth. Apparently, NRA sought approval for this as part of an extension to the M50 in another part of the Dublin region! It is not at all clear that the impact of this change was ever assessed in terms of increased traffic through Drumcondra , with all that implies in terms of air and noise pollution, see section 1 p. 25 I suggest that this way of proceeding negated the environmental impact assessment which was the subject of the sworn inquiry.<br><br>5.5. Building a north city LUAS loop would mitigate some the harm done by this outrageous abuse of process by the public authorities. | TII and the MetroLink Project will proceed in accordance with the statutory planning process and all necessary legal requirements. TII has no comment to make as regards the Dublin Port Tunnel project observation, and nor should TII's response be taken to infer any opinion with regard to the Dublin Port Tunnel project observation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12                                                                      | 6. Streetscape, Community Severance, Place Making                      | 13       | 6.1.2 Given the cost of underground stations, it is much cheaper to put such through traffic in a tunnel. This would calm Ballymun's main street with space for walking, cycling, public transport, supported by a network of sit-around hand around public parks are developed and maintained, as in Dublin 2. 6.1.3. The local and national public authorities are implementing a policy of removing traffic from Dublin City Centre. That they are not applying the same policy to Ballymun is clear evidence of lack of balance and consideration for all citizens when allocating public resources.                                                                                                                                                                                                                                                                                          | As noted by the above responses, MetroLink is designed to address multiple and wider strategic transport challenges rather than just singular geographic issues as part of a wider integrated transport network.<br><br>TII do not agree that Ballymun will not benefit from and experience a reduction in traffic. EIAR Chapter 3, Background to the MetroLink Project, explains how MetroLink will provide a frequent and reliable public transport alternative to the private car, and it is predicted to achieve significant modal shift to public transport along this corridor. This in turn will reduce demand for road space, particularly in the Ballymun area where the bus corridor is currently operating over capacity and cannot sufficiently accommodate the demand at present. The provision of MetroLink along the Ballymun/R108 corridor therefore serves to facilitate a reduction in traffic in this area. In conjunction with this, the proposed street level layout around the station, as part of the BusConnects Core Bus Corridor proposals, will reduce the R108 Ballymun Road to one vehicular traffic lane in each direction to accommodate a designated bus lane and cycling infrastructure in the vicinity of Ballymun Station. |

| Submission No.                                                                                                                    |                               |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Organisation Name or Name of Submitter                                                                                            |                               |          | Dublin Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Letter Re: Re: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 1                                                                                                                                 | Airport Specific Security     | 3        | daa requests that should a grant of permission be issued, a condition is included requiring MetroLink to adhere to all relevant security measures during construction and operation as detailed by daa as the responsible organisation for Aerodrome Security provisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Safety and security is extremely important to TII. TII also recognises that daa will need to be comfortable with aspects of the design and construction which relate to applicable airport security. TII confirm that they will work with daa to identify and ensure all applicable necessary security measures during both construction and operation are adhered to, and has no difficulty with An Bord Pleanála including a suitable condition to that effect in the Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 2                                                                                                                                 | Airport Specific Security     | 3        | The proposed MetroLink must comply with the relevant security requirements adopted by daa, including but not limited to Aviation Security in Airport Developments (ASIAD), Security in Design of Stations (SIDOS) and should take account of other relevant UK codes such as G085 Code of Practice (2018). All above and below ground, subsurface design should be in accordance with the relevant standards.                                                                                                                                                                                                                                                                                                                                                                                                          | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 3                                                                                                                                 | Airport Specific Security     | 3        | daa requests that MetroLink prepare the following Security Plans for design, construction, and operation:<br><br>• Concept Security Plan (CSP): Sets out the concept for developing the mitigation strategies for the design and operation of the final station that evolve from the Threat Vulnerability and Risk Assessment (TVRA) into a set of design intent details. The CSP shall be submitted to the Dublin Airport Security Committee (DASC) at the commencement of detail design stage.<br><br>• Construction Stage Security Plan (CSSP): Sets out the plan for mitigating construction stage security risks. These differ from the permanent case design and operations mitigation set out in the CSP. A CSSP is to be submitted to the DASC a minimum of 1 year prior to planned construction commencement. | Please refer to response (1) above.<br>TII confirms that it is working with DAA regarding its request for both a CSP and CSSP. TII confirm that these security plans will be provided, within a suitable timeframe.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 4                                                                                                                                 | Airport Specific Security     | 3        | MetroLink is requested to nominate representatives to sit within the Dublin Airport Security Committee as headed by An Garda Síochana and the CSP and CSSP shall be agreed within this forum.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII confirm representatives will be nominated to sit within the Dublin Airport Security Committee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 5                                                                                                                                 | Airport Specific Security     | 3        | It is important that the final design and the phased construction stage implementation allows flexibility to accommodate the required security measures. daa requests that should a grant of permission be issued, a condition is included requiring MetroLink to adhere to all relevant security measures as detailed by as the responsible organisation for Aerodrome Security provisions.                                                                                                                                                                                                                                                                                                                                                                                                                           | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 6                                                                                                                                 | Pedestrian and Traffic Impact | 3        | daa request the Metrolink station is designed to accommodate an elevated pedestrian walkway. This will ensure there is no impact on the safe and efficient operation of our internal roads which may be impeded by the number and frequency of the crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The pedestrian modelling undertaken by TII demonstrates that the current proposed at-grade connection between the Station and terminals 1 and 2 permits adequate capacity for vehicles and does not cause unacceptable delays or excessive vehicle queuing for traffic using the Airport, and that such connection provides an acceptable, functioning , efficient and safe Level of Service and route for pedestrians with no excessive queuing or pedestrian crowding or corralling evident for pedestrians travelling to and from the Station.TII's latest version of the VISWALK model is based on the approach agreed with DAA in April 2022. The model has been prepared for future year scenarios with forecast pedestrian demand based on ERM and vehicle demand based on daa projections. This model indicates that the airport road network will operate with adequate capacity for vehicles and pedestrians, even with the addition of MetroLink passengers. All the crossings in the immediate vicinity of MetroLink and the GTC operate efficiently for both pedestrians and vehicles, with no excessive vehicle queuing or pedestrian crowding evident. The modelling results can be found in section 6.1.3.1.1 of Appendix A9.2-D Traffic and Transport Assessment Dublin Airport.The TII VISWALK model demonstrates that signal timings can be implemented that would accommodate both pedestrians and vehicles, vehicles can be accommodated without excess delay and that an appropriate LoS would be provided for pedestrians. The VISWALK assessment also demonstrates there is sufficient capacity to accommodate vehicles on the Airport network with no queuing back to the motorway occurring.TII confirm that current pedestrian modelling does not justify the need for an elevated walkway. |  |
| 7                                                                                                                                 | Pedestrian and Traffic Impact | 4        | Pedestrian movement and traffic flows are key to Dublin Airport efficient operation and security. In particular to Airport Security is the movement of pedestrians and pedestrian approach/dispersion routes. The MetroLink design must not allow pedestrians to be corralled and become a potential target.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Please refer to response 6 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |



| Submission No.                                                                                                                    |                                                                |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Organisation Name or Name of Submitter                                                                                            |                                                                |          | Dublin Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                          | Section Ref.                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| Letter Re: Re: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 8                                                                                                                                 | Pedestrian and Traffic Impact<br><br>Pedestrian Movement:      | 4        | <p>The location of the proposed station means that, to access the airport, staff and passengers will need to cross internal airport roads. This will significantly increase the numbers of pedestrians crossing and therefore increase the level of conflict between pedestrian movements and internal airport vehicular traffic movements. The figures outlined in Table 1 indicate close to 6,000 pedestrian movements during the AM peak hour in the Opening Year 2035, these movements will conflict with vehicle movements<sup>2</sup> on the T2 Departures Road (approx. 670) and in the GTC (approx. 450) in the vicinity of the station.</p> <p>Footnote 2: Source: 7-day average flows recorded in May 2019 (Dublin Airport operated at the permitted 32 million passengers per annum cap in that year)</p>                                                                                                                                  | Please refer to responses 6 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 9                                                                                                                                 | Pedestrian and Traffic Impact<br><br>Pedestrian Movement:      | 4        | <p>MetroLink proposes five new signalised at grade pedestrian crossings. These are upgrades to existing zebra crossings. An assessment including VISWALK modelling was undertaken for these five crossings. Signalised junctions at these locations are deemed to be the minimum appropriate intervention to accommodate the forecast pedestrian volumes. Two crossing points, between Terminal 1 and the Terminal 1 Multi Storey Car Park have not been assessed by MetroLink within the Traffic &amp; Transportation Assessment (TTA). Static analysis tools of the Transport for London (TfL) Pedestrian Comfort Analysis were also used in the TTA to assess pedestrian movement. Table 6.2 of the TTA4 shows that in the opening year pedestrians will experience a comfortable to acceptable level.</p> <p>Footnote 3: Source: EIAR Volume 5 Appendix A9.2 Overall Project Traffic &amp; Transportation Assessment – Dublin Airport Station</p> | <p>Please refer to response (6) above.</p> <p>At the two unassessed crossing locations referenced, the majority of demand and movements are not created by MetroLink, and are a management issue of DAA regardless of the presence of MetroLink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 10                                                                                                                                | Pedestrian and Traffic Impact<br><br>Impact on internal Roads: | 4        | <p>The TTA also states that, with MetroLink providing an attractive alternative for journeys that are currently made by bus, it is likely that there will be a shift from existing bus services onto MetroLink, resulting in a reduction in bus, as well as taxi and private car, trips on the road network at Dublin Airport. This assessment is purely qualitative, however, and the TTA does not provide any details of the modelled flows on the internal Airport road network to illustrate this.</p> <p>daa identifies that consideration is not given to:</p> <ul style="list-style-type: none"><li>• The potential impact of additional pedestrian crossing movements on general traffic on the internal Airport road network, or</li><li>• The potential impact of additional traffic (buses and cars) dropping off/picking up at the Metro Station.</li></ul>                                                                               | <p>TII disagree that the assessment is "purely qualitative". Signiificant analysis has been carried out to assess modal shift Post MetroLink using the NTA ERM model.</p> <p>The potential impact of additional pedestrian crossing movements on general traffic on the internal Airport road network, and the potential impact of additional traffic (buses and cars) dropping off/picking up at the Metro Station was considered as part of the modelling for the MetroLink Airport Study. The modelling results can be found in section 6.1.3.1.1 of Appendix A9.2-D Traffic and Transport Assessment Dublin Airport..</p> <p>The NTA's ERM has been utilised by the MetroLink project to determine future modal splits at all stations, including the Airport station. The ERM has been applied on major projects such as BusConnects and MetroLink and is considered to be the most appropriate basis upon which to forecast the impact of MetroLink.</p> <p>The modelling shows a shift from other modes of travel to the Metrolink, which will then result in reduction in travel by these modes. The vehicle flows used within the VISWALK modelling were provided by daa's consultants, and we have not reduced these flows to take into account any shifts away from other modes.</p> <p>Consideration of the potential impact of the additional pedestrian crossing movements on general traffic on the internal Airport road network was presented within the Airport TTA for the 2035 Opening Year.</p> <p>The MetroLink Airport station has been designed to accommodate Airport passengers and workers. TII are committed to working with daa to ensure that appropriate traffic management measures are provided at the Airport to minimise any such drop-off/pick-up activities.</p> |  |
| 11                                                                                                                                | Pedestrian and Traffic Impact<br><br>Pedestrian Movement:      | 5        | <p>The Terminal 1 and Terminal 2 kerbside set down areas are a key airport surface access 'processor function' at Dublin Airport. At-grade pedestrian crossings are present in both Kerbside areas. Although assessment of the pedestrian crossings has been undertaken from a pedestrian comfort / level of service perspective, the impact of the additional pedestrian movements caused by MetroLink on Kerbside operations and requires additional considertation in the TTA. It is also possible that the MetroLink operations will result in pedestrian surges from the station as services arrive in either direction.</p>                                                                                                                                                                                                                                                                                                                     | <p>The TII VISWALK model assesses the set down area at the Terminal 2 kerbside. The model indicates that there is sufficient capacity for pedestrians to travel through the area.</p> <p>The Terminal 1 kerbside set down is remote from the MetroLink station. Pedestrians at this point originate from all access points and must pass through this point to access Terminal 1. It is therefore considered that MetroLink will not alter the pedestrian demand at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

| Submission No.                                                                                                                    |                                                                                            |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                          | Section Ref.                                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| Letter Re: Re: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 12                                                                                                                                | Pedestrian and Traffic Impact<br><br>Impact on internal Roads:                             | 5        | The proposed station layout will introduce an additional uncontrolled junction in close proximity to the signal-controlled junction between Corballis Road North and the T2 departures road. Corballis Road North is the main exit route from both terminal areas and associated car parks and its efficient operation is crucial to the wider operation of the internal Airport road network. Consideration should be given to how the proposed exit junction impacts on the operation of Corballis Road North and the adjacent T2 departures road junction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | This junction is not required for the operation of the Metrolink Station, but is required to facilitate daa plans to provide future bus parking area. These plans are in accordance with daa requirements as communicated to us in November 2019. It is therefore a daa design issue but TII will agree the most suitable access junction arrangements with daa.                                                                                                                                                                                                                                                                                                      |  |
| 13                                                                                                                                | Pedestrian and Traffic Impact<br><br>Bus Circulation and Junctions Improvements on Campus: | 5        | daa identifies that:<br><br>• the impact of the additional pedestrian movements caused by MetroLink on bus circulation and other traffic movements within the GTC requires additional consideration in the Dublin Airport Station TTA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The TII VISSIM/VISWALK model has been prepared for future year scenarios of 2035 with forecast pedestrian demand based on ERM and vehicle demand based on daa projections. With regard to vehicular modes, cars, taxis and buses are included within the model. Therefore, TII has assessed the impact of ERM forecast pedestrian demand against the daa forecast of bus numbers at 2035. The VISSIM model indicates the model will operate with a satisfactory level of capacity for vehicular traffic. The modelling shows this includes the ability for all vehicles to discharge across the stopline during the relevant green phase at the pedestrian crossings. |  |
| 14                                                                                                                                | Pedestrian and Traffic Impact<br><br>Alternatives Considered:                              | 5        | Alternatives were considered to facilitate safe and efficient pedestrian movement. daa considered Elevated Pedestrian Connections to be a safer and preferable solution. When assessed all elevated alternatives offered a quality user experience that provides a safe, efficient, enjoyable and stress-free journey that encourages repeated use of MetroLink to access the airport. It is noted that a similar pedestrian walkway is provided at the proposed Estuary Station, connecting the MetroLink Station to the proposed car park. daa requests that the Metrolink station is designed to accommodate an elevated walkway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII do not agree that an Elevated walkway is required. Please refer to response (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 15                                                                                                                                | Future Airport Development                                                                 | 5        | daa request the station structure be designed, in agreement with the airport, such that it does not compromise future development above the station. is adapted to support a multistorey development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Please refer also to response (6) above.<br>We understand that there are no details for any planned multi-storey development at the Ground Transportation Centre or in the immediate vicinity of the Metrolink Station. When proposed design details are available, TII will be willing to engage with daa designers and support development of future design for over-station development which is compatable with the current station design and Railway Order and which ensures that any adjacent or over-station works can be executed without negatively impacting MetroLink.                                                                                    |  |
| 16                                                                                                                                | Future Airport Development                                                                 | 5        | <p>The Dublin Airport Central (DAC) masterplan indicates that the MetroLink site along with other sites within the GTC will be developed into multistorey commercial developments in the future. This is in line with the concept of Transit-Oriented Development supported in the National Transport Authority Greater Dublin Area Transport Strategy 2022-2042. The Fingal Development Plan 2017 – 2023 also sets the following objectives that support further development at Dublin Airport:</p> <p><i>Objective ED30 Engage and collaborate with key stakeholders, relevant agencies and sectoral representatives to ensure that Dublin Airport is developed and promoted as a secondary hub to capitalise on the associated wider economic benefits for Fingal and the wider region,</i></p> <p><i>Objective ED34 Engage with and support the DAA and other employment providers in aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.</i></p> <p><i>Objective DA01 Facilitate the operation and future development of Dublin Airport, in line with Government policy, recognising its role in the provision of air transport, both passenger and freight.</i></p> <p>daa requests that the station structure and retaining walls are designed and constructed to support future loads imposed by Dublin Airport development foundations that may be positioned near the MetroLink stations construction. It should be assumed the pavilion will rise to three levels and may incorporate a possible elevated Automated People Mover platform. It should also be assumed that the multi-storey car park will rise to a height of 110m AOD with the street level being a double height space designed to accommodate the bus/coach park, and thus will likely require increased open plan column spaces with increased foundation loading. daa request that the applicant indicates how the MetroLink station building structure can be adapted to support a multistorey development in line with the above objectives.</p> | Please refer to responses (6) and (15) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 17                                                                                                                                | Safeguarding Dublin Airport                                                                | 6        | daa request consultation with and approval by daa and IAA regarding Cranes and Construction Plant, Hazardous, Confusing or Misleading Lights, Runway End Safety Area (RESA) and Electromagnetic Field Safety prior to commencement of development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII confirm they will consult and comply with IAA and reasonable daa requirements prior to the commencement of MetroLink construction, but noting response (22) below regards the RESA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |

| Submission No.                                                                                                                    |                                                                               |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 18                                                                                                                                | Safeguarding Dublin Airport<br><br>Aeronautical Safeguarding:                 | 6        | Both daa and IAA request engagement in respect to demonstrating that MetroLink operation or construction will not impact airport or aeronautical operations. daa and IAA expect all required measures will be taken to ensure there will be no impact to safety critical systems or infrastructure from construction methodology or operation e.g., vibration or settlement.                                                                                                                                                                                                    | TII confirm they agree this will be in accordance with IAA and reasonable daa requirements and undertaken prior to the commencement of MetroLink construction and operation that could impact daa operations.<br><br>TII will engage with daa with to demonstrate that MetroLink construction and operations activities will not impact airport or aeronautical operation and safety critical systems.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 19                                                                                                                                | Safeguarding Dublin Airport<br><br>Cranes and Construction Plant:             | 6        | In accordance with Statutory Instrument SI 215 of 2005, Obstacles, all cranes in the vicinity of the Dublin Airport must be referred to IAA-ANSP, who will advise whether further assessment is required in relation to Instrument Flight Procedures (IFP) or Communications Navigation and Surveillance (CNS).                                                                                                                                                                                                                                                                 | TII confirm they agree this will be in accordance with IAA requirements and undertaken prior to the commencement of MetroLink construction that could impact daa operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20                                                                                                                                | Safeguarding Dublin Airport<br><br>Cranes and Construction Plant:             | 7        | In accordance with the specifications of ICAO Annex 14, EASA Certification Specifications, and IAA ALM 002 (the Aerodrome Licensing Manual) all obstacles on and adjacent the aerodrome shall be illuminated with approved lighting sources. It is the responsibility of the owners/operators of obstacles to ensure that such sources and systems are maintained.                                                                                                                                                                                                              | TII confirm obstacle illumination in accordance with ICAO Annex 14, EASA Certification Specifications, and IAA ALM 002 (the Aerodrome Licensing Manual) will be provided.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 21                                                                                                                                | Safeguarding Dublin Airport<br><br>Hazardous, Confusing or Misleading Lights: | 7        | The development (both in construction and operation) will be required to assess the proposed lighting to ensure that the development will not entail the introduction of hazardous, confusing, or misleading lights, unless suitable mitigations such as shielding can be incorporated in the design. An assessment will be required and assessed, in conjunction with the IAA-SRD and IAA-ANSP, with a view to removing the lights or adapting or shielding them to reduce the hazard.                                                                                         | TII confirm they agree this will be in accordance with IAA requirements and undertaken prior to the commencement of MetroLink construction and operation that could impact daa operations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 22                                                                                                                                | Safeguarding Dublin Airport<br><br>Runway End Safety Area (RESA):             | 7        | The MetroLink South Portal lies adjacent the Departure area of Runway 16 and the Approach Area to Runway 34. The current RESA at the end of Runway 34 does not meet current European Union Aviation Safety Agency (EASA) Requirements. The location of the south portal should allow the relocating of all roads (current and planned), navigational aids and perimeter fencing to establish a compliant RESA. daa also requests that consideration is given to the ability to accommodate future dual road bridges to carry the realigned Old Airport Road (Collinstown Lane). | From our consultations with daa, TII understand that the current RESA does not meet current European Union Safety Agency requirements and currently extends 183m from the end of the approach area to runway 34 and 150m wide. In siting the MetroLink south portal, TII have allowed for an extended/compliant RESA area which extends 300m from the end of the approach to runway 34. The portal has also been sited to allow for the rerouting of the airport maintenance road, lighting and boundary fence. In addition in consultation with Fingal Co Council, TII have also allowed for the future relocation of the old Airport Road (Collinstown Lane) to the east of the MetroLink south portal .<br><br>The MetroLink design for the Airport tunnel and South Portal structure took into account information supplied by daa. This specified that the present RESA operates under a derogation and provided the required RESA dimensions that the MetroLink portal design should comply with, i.e. an area 300m long from the runway end by 150m wide. The MetroLink southern portal lies fully outside of this RESA.<br><br>Given that TII have provided a design that complies with the RESA information previously supplied by daa, any further adjustments to the MetroLink design, including those noted will need to be accommodated within the powers granted by the Railway Order (RO) applied for. Where it is possible to deliver such works within the bounds of the applied for and granted RO, and within the constraints of the MetroLink programme to "establish a compliant RESA", this shall be reviewed and considered whether it should be deemed betterment and thus funded by daa. |
| 23                                                                                                                                | Safeguarding Dublin Airport<br><br>Electromagnetic Fields:                    | 7        | As noted in the application the proposal is not considered to impact safety or operations of Aircraft at Dublin Airport with regard to electromagnetic fields. Any impact can be overcome by appropriate procedures in the flight crew operations manual. daa requests that the final as constructed alignment is provided to daa and all airlines to ensure appropriate safety procedures are applied to aircraft.<br><br>daa requests continued consultation to ensure sensitive equipment, such as hold baggage screening (HBS) systems at Dublin Airport is not impacted.   | TII confirms that the final as constructed alignment will be made available to daa. TII expects that daa will manage the onward provision of the as constructed alignment and follow up coordination with the airlines so that TII are dealing with a single coordinated interface. i.e. daa.<br><br>TII will continue to consult with daa in relation to sensitive equipment to ensure impacts are avoided.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Submission No.                                                                                                                    |                                                        |          | 068                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                          | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Letter Re: Re: NA29N.314724 Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 24                                                                                                                                | Safeguarding Dublin Airport<br><br>Public Safety Zone: | 7        | The north portal construction compound is located partially within the Inner PSZ and Outer PSZ. The central and southern portal compounds are located partially within the Outer PSZ. daa refers the Board to the limitations of the Inner Public Safety Zone, and the appropriate person densities for the Outer Public Safety Zone contained within the ERM Report, Public Safety Zones (2005). | <p>The function of the Public Safety Zones (PSZ) are set out in the PSZ Report (ERM, on behalf of the Department of Transport and the Department of Environment, Heritage and Local Government, 2003). Within the inner PSZ, the objective is to prevent further development. Within the outer PSZ the objective is to prevent high density housing development, and the building of schools, hospitals and facilities attracting large numbers of people.</p> <p>Exceptions for permitted developments in the inner PSZ are:</p> <ul style="list-style-type: none"><li>•developments where persons are not expected to be present;</li><li>•roads and railways where vehicles and passenger trains/trams are not expected to be stationary. For example, road vehicles can be expected to be stationary at major road intersections, junctions, and traffic lights. Therefore, major road intersections, junctions, traffic lights and similar should not be permitted in the inner PSZ.</li></ul> <p><u>North Portal</u><br/>Activities on the site within the Inner PSZ are limited to the operation and control of the access gates, and some piling marginally within the Inner PSZ. Given the North Portal when in operation is a permitted development by exception (see above), TII confirm they will work with daa to resolve any incompatibility between construction activities and Inner Safety Zone policies, recognising that a development can only be realised if construction is permitted.</p> <p><u>Central and Southern Compounds</u><br/>While the central and southern portal compounds are located partially within the Outer PSZ, in accordance with Table 6.1 of the ERM 2003 Public Safety Zones Report referred to above, during construction, the site, deemed a working premises will comply with ≤ 110 persons/half hectare.</p> |
| 25                                                                                                                                | Construction Phases                                    | 8        | Dublin Airport is a live campus with ongoing development. Continued co-operation between MetroLink and daa will be required to undertake the construction and operation of MetroLink with particular reference to construction traffic, vibration utilities, tunnel depth, dewatering and airport security.                                                                                       | The specific issues called out in the submission have been dealt with extensively and adequately in the Railway Order application and the EIAR in Chapter 5 MetroLink Construction Phase, Section 5.8 and in particular 5.8.3 Dublin Airport Station. TII is committed to consulting with daa to seek to ensure that any additional issues arising from the devlopment of detailed design and construction methodology are dealt with appropriately.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 26                                                                                                                                | Construction Phases                                    | 8        | Continued co-operation between MetroLink and daa will be required to undertake the construction and operation of the MetroLink.                                                                                                                                                                                                                                                                   | Please refer to response (25) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 27                                                                                                                                | Construction Phases<br><br>Construction Methods:       | 8        | all construction methods and final design must take account of existing development including aprons, piers and terminals above the tunnel and adjacent to above ground structures.                                                                                                                                                                                                               | TII confirm that all construction methods and final design will take account of existing development including aprons, piers and terminals above the tunnel and adjacent to above ground structures. daa will need to provide all current asset record information that is present on daa lands that lies within 30m either side of the proposed tunnel or station so can TII can ensure they have all the relevant and up-to-date record information currently available. It would be helpful if this could be provided at the earliest opportunity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 28                                                                                                                                | Construction Phases<br><br>Construction Traffic:       | 8        | To protect accessibility all construction traffic will be required to work within the limitations of an operating airport. daa will provide a comprehensive set of requirements for contractors to work within.                                                                                                                                                                                   | Please refer to response (25) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                                    |                                          |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Organisation Name or Name of Submitter                                                                                            |                                          |          | Dublin Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 29                                                                                                                                | Construction Phases<br><br>Utilities:    | 8        | The application does not illustrate details of Dublin Airport Services such as 10kV Network, Aviation Fuel Network, IAA Utilities, etc. The location and impact on these services must be considered during the consultation phase of MetroLink.                                                                                                                                                                                                                                       | <p>The location and impact on utilities and services (including the 10kv network) has been considered by TII. This has included consultation with the Airport, collation of utility and services asset record drawings, desk top studies, and utility surveys. Specific consultation with the Airport has been undertaken with regards to sensitive equipment as well as sensitive receptor surveys, including electromagnetic interference/compatibility surveys that has enabled the identification of any potential impacts on communications, Nav aids and surveillance systems. No significant impacts were recorded.</p> <p>The utility drawings submitted with the Railway Order application show all the utilities and services for which TII have drawings for. EIAR Chapter 22 Infrastructure and Utilities provides details of the impact assessments undertaken for utilities and services at Dublin Airport. The utilities and services that need to be diverted and their diversions have been identified. The management of these diversions by TII's contractors will be agreed with daa, but noting that services will be maintained for daa operations, and the potential for vibration and movement impact on utilities will be mitigated.</p> <p>TII have also examined the location of the Aviation Fuel Network and do not consider the MetroLink works will impact this item of infrastructure given its location in relation to MetroLink construction.</p> <p>Finally, detailed surveys will be undertaken by the Contractor(s) prior to undertaking the main construction to record all existing utilities in advance of any works. TII will ensure that Contractor(s) undertake joint risk workshops with daa prior to and concurrent with the works to ensure all risks are identified, evaluated and managed.</p> |  |
| 30                                                                                                                                | Construction Phases<br><br>Tunnel Depth: | 8        | daa note the proposed depth of approximately 10-15 meters below ground level through the tunnel on airport lands. The interaction with current and future projects must be co-ordinated at the time of construction.                                                                                                                                                                                                                                                                   | In the event of the possibility of MetroLink and daa projects being under construction at the same time, TII and their contractors will work collaboratively with daa and their contractors to ensure "best for programme outcomes" are delivered for both parties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 31                                                                                                                                | Construction Phases<br><br>Dewatering:   | 9        | Consideration should be given to any dewatering of construction areas, particularly in the area of the proposed station. daa are aware of possible soil and groundwater contamination to the north of this area, which is currently under investigation. Any pumping of groundwater from the station area may have the potential to pull a plume of contaminated groundwater towards the works.                                                                                        | <p>The perimeter diaphragm walls forming the station box will provide effective water cut-off during station box construction and excavation, with any upward flow of groundwater (from below the station formation level) limited to negligible. If analysis identifies a risk that upward groundwater flows could be excessive, a ground water cut-off plug will be formed inside the perimeter walls just above the toe level of the perimeter wall.</p> <p>No external dewatering (outside of the site boundaries) will be permitted during the construction of the station boxes beyond the natural ground water fluctuation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 32                                                                                                                                | Design                                   | 9        | daa requests the Board has regard to the Dublin Airport Architectural Design framework and all relevant design elements are agreed with daa prior to the commencement of development and operation as appropriate.                                                                                                                                                                                                                                                                     | The architectural form of all stations will be in accordance with the MetroLink Architectural Vision and Strategy. TII will have regard to Dublin Airport Architectural Design framework in so far as it relates to consistency of passenger wayfinding from the station to terminal building and the general presentation of the urban realm.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 33                                                                                                                                | Design                                   | 9        | <p>The proposed MetroLink at Dublin Airport should adhere to the objectives of the Dublin Airport Architectural Design framework.</p> <p>The Fingal Development Plan 2017-2022 also sets the following objectives:</p> <p><i>Objective DA21 Ensure that all development within the Dublin Airport Local Area Plan lands will be of a high standard of design, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.</i></p> | Please refer to response (32) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 34                                                                                                                                | Design<br><br>Landscaping:               | 9        | Enhanced landscaping is required to soften the current highly utilitarian environment of the Ground Transportation Centre (GTC) and to help improve the passenger experience within this area. ....daa requests further consultation and agreement on final landscaping plans at the proposed Dublin Airport Station.                                                                                                                                                                  | TII confirm they are committed to working with daa during the detail design phase to assist with improving the Airport passenger experience where possible to do so within MetroLink project's cost, schedule, and scope constraints.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                                                                                    |                                                        |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Organisation Name or Name of Submitter                                                                                            |                                                        |          | Dublin Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Item No.                                                                                                                          | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| 35                                                                                                                                | Design<br><br>Wayfinding:                              | 9        | It is unclear what wayfinding signage strategy is proposed for the MetroLink. Wayfinding is critical within an airport environment and the airport needs to understand how the addition of the MetroLink will affect existing wayfinding within the airport campus and at the entrance and exit from the campus. daa request that all new and alterations to existing wayfinding signage are to be agreed with daa prior to operation.                                                                                                                                                                                                                      | At this stage of the design one would not expect the wayfinding signage strategy to be defined in detail. The way finding strategy will be to provide clear direction and orientation, using detailed signage that will ensure all passengers (including those with visual and hearing impairments) are provided with clear direction, and that this is integrated with the overall Airport wayfinding strategy. This strategy will be supported by crossings defined with appropriate line markings and tactile paving, lighting improvements, hearing induction loops at crossings, and rationalisation and reduction in some of the street furniture along the pedestrian routes.<br><br>TII concur with daa that wayfinding is critical and that TII will consult with daa and agree all MetroLink related new and alterations to existing wayfinding within the Airport to ensure MetroLink and daa operations are seamlessly integrated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 36                                                                                                                                | Design<br><br>MetroLink Tickets:                       | 9        | It is unclear from the plans shown how tickets are purchased for the MetroLink. Is it proposed that ticket kiosks machines will be provided within the station footprint? Is there any infrastructure required within the Airport Terminals or carparks buildings to facilitate booking or purchasing tickets? Passenger circulation and flow is a key function within an airport and transport environment and the congregation of people along key circulation routes should be avoided for security reasons. daa request further consultation and agreement on the location of ticket machines prior to operation.                                       | Please refer to EIAR Chapter 6, MetroLink Operations and Maintenance, that explains the MetroLink ticketing strategy, including:<br><br>• Passengers will be able to purchase tickets from ATVMs, located in prominent positions in the stations, with the number provided sufficient to meet the peak passenger requirements. There are no proposals for manned desks for ticket sales. Smart (Leap) Card validators will also be available at all stations.<br><br>• There will be an automatic fare collection system compatible with an integrated ticketing scheme with other public transport offerings in the Greater Dublin Area (GDA). This will include the purchase of tickets at automatic ticket vending machines (ATVM), smart card validators and means to top up smart cards, gate-free access to the station platforms, portable control devices for staff to check fares, and links with the OCC and banking facilities for central collection of fares<br><br>• Ticket vending machines are equipped with audio support options as well as a user selectable high contrast interface, and will be accessible, with at least one machine with controls set lower for wheelchair users, where the supporting plinth will not project in front of the face of the machine in a way that prevents its convenient use, and there will be a clear space in front of the machine to facilitate wheelchair users.<br><br>• MetroLink stations will not be gated and will not feature turnstiles or accessible gates/doors. All of the public areas are deemed to be a 'Paid Area' in that people have either bought a ticket at one of the ATVMs or purchased a valid smart card. The absence of any gateways adds to the fluidity of movement through the station.<br><br>No MetroLink ticketing infrastructure is envisaged to be required within the Airport Terminals or carpark buildings. |  |
| 37                                                                                                                                | Design<br><br>The design of the Dublin Airport Station | 10       | daa request more detailed information in relation to the life expectancy of the façade and roof, and external landscaping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The design life of particular elements of the station, noting the primary structure will have a 120 year design life, will be determined at detail design, considering and balancing CAPEX and OPEX, and the appropriate operation and maintenance regime. Where this impacts on daa, this will be discussed with daa to ensure daa operations are not unnecessarily impacted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 38                                                                                                                                | Design<br><br>Luggage and Trolleys                     | 10       | The station design needs to ensure there is adequate provision for passengers arriving and exiting the Airport terminals and carparks with large volumes of luggage including Out of Gauge (OOG) Luggage up to the maximum allowable size including golf clubs and bike boxes. Circulation routes, escalators, lifts, train cars and corridors need to be designed to allow sufficient space for people with luggage. It is unclear if trolleys are provided or if there is a trolley collection point for people bringing trolleys from other facilities. daa request further consultation and agreement on the management of trolleys prior to operation. | The Station and the rolling stock has been designed to accommodate travellers with luggage, including the Station providing 6 high capacity elevators so persons are not carrying luggage on the escalators. There will be no trolleys provided for within the Station itself. TII propose that the management of trolleys at ground level is discussed and agreed at the detail design stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 39                                                                                                                                | Design<br><br>Washroom Facilities:                     | 10       | The Dublin Airport Station plans do not indicate washroom facilities for passenger use. daa requests that MetroLink clarify that the station design meets building regulations, codes, and standards in relation to washroom facilities considering the distance to existing washroom facilities within the Airport Terminals.                                                                                                                                                                                                                                                                                                                              | TII confirm that washroom facilities will be provided at all interchange stations. MetroLink Airport Station is an interchange station and will have washroom facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 40                                                                                                                                | Design<br><br>Sculpture:                               | 10       | There is an ideal opportunity to provide a piece of sculpture/art within the proposed MetroLink landscaped space to announce a user's arrival at Dublin Airport in line with Dublin Airports Design Framework proposals.                                                                                                                                                                                                                                                                                                                                                                                                                                    | A budget has been provided for the provision of Art/Sculptures at each station. This can be discussed with daa at the detail design stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |



| Submission No.                                                                                                                    |                                                                                                      |          | 068                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                                                            |                                                                                                      |          | Dublin Airport                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                              |
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| 41                                                                                                                                | Design<br><br>Areas constructed by MetroLink that will be operated and maintained by Dublin Airport: | 10       | These areas need to be designed and constructed in accordance with Dublin Airport specifications and design standards in addition to the latest national and international building regulations, codes and standards. The extent of these areas needs to be agreed upon between all parties and Dublin Airport requires input into the specification of materials and construction methods within these areas.                                                                      | All such areas will be designed and constructed in accordance with appropriate design standards, including those areas that will be operated and maintained by daa . TII will in so far as practicable agree with daa at the detail design stage the extent of these areas, and accept input from daa in relation to the standards and specifications to which these areas will be designed. |
| 42                                                                                                                                | Key Issues<br><br>Aviation Security                                                                  | 12       | daa requests that should a grant of permission be issued, a condition is included requiring MetroLink to adhere to all relevant security measures during construction and operation as detailed by daa as responsible organisation for Aerodrome Security provisions.                                                                                                                                                                                                               | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                          |
| 43                                                                                                                                | Key Issues<br><br>Pedestrian and Traffic Impact:                                                     | 12       | daa request the Metrolink station is designed to accommodate an elevated pedestrian walkway. This will ensure there is no impact on the safe and efficient operation of our internal roads which may be impeded by the number and frequency of the crossings.                                                                                                                                                                                                                       | Please refer to response (6) above.                                                                                                                                                                                                                                                                                                                                                          |
| 44                                                                                                                                | Key Issues<br><br>Future Airport Development:                                                        | 12       | daa request the station structure be designed, in agreement with the airport, such that it does not compromise future development above the station. is adapted to support a multistorey development.                                                                                                                                                                                                                                                                               | Please refer to response (15) above.                                                                                                                                                                                                                                                                                                                                                         |
| 45                                                                                                                                | Key Issues<br><br>Aeronautical Safeguarding:                                                         | 12       | daa request consultation with and approval by daa and IAA regarding Cranes and Construction Plant, Hazardous, Confusing or Misleading Lights, Runway End Safety Area (RESA) and Electromagnetic Field Safety prior to commencement of development.                                                                                                                                                                                                                                  | Please refer to response (17) above.                                                                                                                                                                                                                                                                                                                                                         |
| 46                                                                                                                                | Key Issues<br><br>Public Safety Zone                                                                 | 12       | daa refers the Board to the limitations of the Inner Public Safety Zone and the appropriate person densities for the Outer Public Safety Zone contained within the ERM Report, Public Safety Zones (2005).                                                                                                                                                                                                                                                                          | Please refer to response (24) above.                                                                                                                                                                                                                                                                                                                                                         |
| 47                                                                                                                                | Key Issues<br><br>Construction Phase                                                                 | 12       | Dublin Airport is a live campus with ongoing development. Continued co-operation between MetroLink and daa will be required to undertake the construction and operation of MetroLink with particular reference to construction traffic, vibration utilities, tunnel depth, dewatering and airport security.<br><br>daa request that all construction plans are developed in consultation with and approved by daa as the landowner prior to commencement.                           | Please refer to response (25) above.                                                                                                                                                                                                                                                                                                                                                         |
| 48                                                                                                                                | Key Issues<br><br>Design                                                                             | 12       | daa requests the Board has regard to the Dublin Airport Architectural Design framework and that all relevant design elements are agreed with daa prior to commencement of development and operation, as appropriate, of the Metrolink. In particular details on the following should be agreed, landscaping, wayfinding, ticket machines, design of the Airport Station and materials proposed, luggage and trollies, washrooms, the inclusion of a sculpture and design standards. | TII have reviewed the daa submission and have responded to each of these matters raised in the above responses.                                                                                                                                                                                                                                                                              |

| Submission No.                         |                                                                  |          | 069                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                       |
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| Organisation Name or Name of Submitter |                                                                  |          | Dublin Central GP Limited (represented by Stephen Little & Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                       |
|                                        |                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                       |
| Item No.                               | Section Ref.                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                          |
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| 1                                      | Cover Letter                                                     | 2        | Dublin Central GP Limited is wholly supportive of TII's MetroLink application. It wishes to confirm its clear and unambiguous support for the current O'Connell Street station design and the Metrolink scheme generally.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII acknowledge Dublin Central CP Limited support for the MetroLink project.          |
| 2                                      | Cover Letter                                                     | 2        | <p>Dublin Central GP Limited has engaged in extensive pre-planning consultation with TII to ensure that both projects compliment and facilitate each other, while remaining structurally independent (and that no Railway Works which are the subject of an application for a Railway Order will be constructed by the Applicant until and unless the Railway Order comes into operation under section 43(4) of the Transport (Railway Infrastructure) Act 2001 (the 2001 Act)). As such, Dublin Central will not be prejudicial to MetroLink and vice versa. To this end, Dublin Central GP Limited has agreed a Memorandum of Understanding with the NTA/TII to complete the enabling works that would accommodate the planned future MetroLink O'Connell Street station under Dublin Central Site 2.</p> <p>We further note that in the event that MetroLink project is delayed or does not proceed in accordance with the application as lodged, that the Dublin Central development shall be capable of being completed, occupied and used regardless.</p> | TII acknowledge and agree with the position as outlined by Dublin Central CP Limited. |
| 3                                      | Appendix A, Dublin Central Masterplan Implementation Status      | 4        | <p>Dublin City Council issued its notification of decision to grant conditional permission for Dublin Central Site 3, Site 4 and Site 5. Sites 3, 4 and 5 are however, subject of current appeals to An Bord Pleanála (ABP Ref. ABP-3 12603-22, ABP-312642-22 and ABP-313947-22 respectively).</p> <p>Further planning applications are to be made imminently, including for Site 2 mixed use development fronting O'Connell Street, where there is an overlap with the area of the proposed MetroLink and O'Connell Station works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Planning application for Site 2 lodged to the planning authority by the developer.    |
| 4                                      | Appendix A, Accommodating Metrolink and O'Connell Street Station | 4        | Dublin Central GP Limited continues to be fully committed to working with TII to ensure the delivery of the co-ordinated and sustainable regeneration of the O'Connell Street area of Dublin City Centre. It has agreed a Memorandum of Understanding with the NTA/TII in relation to works that would accommodate the planned future MetroLink O'Connell Street station under Dublin Central Site 2. This ensures that the Applicant's project is structurally independent of, and not prejudicial to, the TII MetroLink Project, and vice versa (and that no Railway Works which are the subject of an application for a Railway Order will be constructed by the Applicant until and unless the Railway Order comes into operation under section 43(4) of the 2001 Act).                                                                                                                                                                                                                                                                                     | TII acknowledge and agree with the position as outlined by Dublin Central CP Limited. |

| Submission No.                                                                                                                         |                     |          | 070                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                               | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Dublin Chamber of Commerce Submission to An Bord Pleanála. Railway Order Application for Metrolink Estuary to Charlemont. January 2023 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                                                      | Conditional Support | 4        | <p>The whole project is of keen interest to the members of Dublin Chamber, but the areas of key significance and of possible major disruption to business activity will be the boring of the City Tunnel along with the Dardistown section and the construction of stations along that alignment. It is not acceptable that key infrastructure routes through the city centre core be disrupted for a protracted period of time during the construction phase, we would like to see increased public transport options and a development of the public realm around the city centre stops to foster pedestrian access during this phase. We are glad to see that tunnel boring will be stored at the construction site in Northwood, but we would stress that construction sites need to be as unobtrusive as possible to ensure ease of access to streets for deliveries, employee and customer access.</p> | <p>TII have developed a Preliminary Design for the Project, upon which the Railway Order application is based, that has considered a wide range of options to optimise the benefits delivered by MetroLink, whilst balancing these with potential environmental impacts. The EIAR provides details of alternatives considered, analysis of the potential environmental impacts, and mitigations where these environmental impacts need to be managed and reduced to acceptable levels. This includes the consideration of impacts to businesses, public transport and pedestrian access during the construction of the Project.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as reasonably practicle.</p> <p>Impacts on public transport have been assessed in the EIAR and services will be maintained to the extent possible. If this is not feasible, the National Transport Authority (responsible for the provision of public transport services) and relevant local authority will be consulted and reasonable alternatives to mitigate the impact will be considered and implemented where practice.</p> <p>The provision of increased public transport is outside the remit of Transport Infrastructure Ireland and the MetroLink project and is a matter for the National Transport Authority and the Transport Strategy for Greater Dublin 2022-2042.</p> |
| 2                                                                                                                                      | Conditional Support | 4        | <p>The alignment of the St. Stephens Green, O'Connell St and Mater stops brings construction right through a central, congested corridor with high traffic flows of business vehicles, private vehicles, taxis and public transport. In the shorter term, road space will be lost and traffic disruption is inevitable as roads are closed. The business community wants to know:</p> <p>a. How are the agencies involved going to respond to the closure of certain routes and roads to private vehicles?</p> <p>b. Will increased public transport options - that offer high levels of frequency and quality, and are reasonably-priced - be made available?</p> <p>c. Who will be the body that is ultimately responsible for traffic at the enabling works stage and construction stage?</p>                                                                                                             | <p>(a) Response (1) above explains the strategy and measures that will be implemented to maintain access for private and public transport users.</p> <p>As detailed in EIAR Appendix A9.5, Scheme Traffic Management Plan, all existing public transport services will be maintained, however they may experience delays to journey times, diversions or relocation of bus stops due to closures. As a minimum, one general traffic lane in each direction will be retained wherever possible to maintain traffic access, although capacity may be reduced, but the operation of services and access for businesses will be maintained.</p> <p>In the event it is not feasible to maintain a public transport service, as noted by response (1) above, the National Transport Authority and relevant local authority will be consulted and reasonable alternatives to mitigate the impact will be considered and implemented where possible,</p> <p>(b) The provision of increased public transport is outside the remit of Transport Infrastructure Ireland and the MetroLink project and is a matter for the National Transport Authority and the Transport Strategy for Greater Dublin 2022-2042.</p> <p>(c) Responsibility for traffic ultimately resides with Dublin City Council and Fingal County Council. As with previous public transport projects successfully implemented by TII, TII intend to establish a Scheme Traffic Management Forum which will consist of representatives from the Local Authority, An Gardai Síochana, The National Transport Authority and other relevant stakeholders.</p> <p>The Scheme Traffic Management Forum will meet monthly to review the effectiveness of traffic management schemes implemented in the preceding month and planned traffic managements schemes which will come into effect in the next 3-month period. This forum will ensure that all temporary traffic management arrangements are implemented with the agreement of Dublin City Council and Fingal County Council and are communicated in advance to local stakeholders.</p>                                                                                                                                                                                                                                                                                                             |

| Submission No.                                                                                                                         |                     |          | 070                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                               | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Dublin Chamber of Commerce Submission to An Bord Pleanála. Railway Order Application for Metrolink Estuary to Charlemont. January 2023 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                                                        |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>In terms of specific traffic and transport issues, TII, who themselves are a provider of operating public transport infrastructure, will work closely with the relevant local authority (DCC or FCC), and with the National Transport Authority, An Garda Síochána and other statutory stakeholders as necessary to ensure acceptable access and levels of traffic is maintained at all times throughout the construction of the Project.</p> <p>As outlined in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP), the appointed contactor(s) will be required to implement the necessary mitigation measures in relation to traffic and transportation during construction. Following the appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed to mitigate the potential environmental impacts, including those in relation to traffic and transportation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3                                                                                                                                      | Conditional Support | 4        | We have mentioned in the past the need to enhance the public realm to entice people to frequent the city core not only on core working days but also for recreation. We would strongly suggest that free flow of pedestrians is not impeded excessively by works. The city is still recovering post covid especially the hospitality sector. While it is accepted that some disturbance during construction will be inevitable, they justifiably want this to be short lived and properly controlled to ensure it is not at an unacceptable level.                 | <p>As identified in EIAR Appendix A9.5, pedestrian routes will be maintained throughout the construction period. It is important to note that at no time will there be a safety risk to the public from construction activity. Health and safety of all, 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>In areas, such as the city centre, the designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines will be designed so that it is not perceived as uninviting by pedestrians. The environment around the sites will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will ensure that the impact to businesses and shops adjacent to the works areas is minimised. Temporary pathways will be installed where appropriate, and provision will be made to ensure access for persons with restricted mobility is maintained. Where the existing level of service cannot be maintained in the vicinity of a construction site, an alternative route will be provided. This route will be clearly signed, visible, and safe, and will provide a level of service (capacity) required to cater for the pedestrian demand.</p> |
| 4                                                                                                                                      | Conditional Support | 4        | Excessive noise dust and vibrations must be kept at a level that ensure the maximum flow of pedestrians that is consistent with the health and safety of the sites under reference.                                                                                                                                                                                                                                                                                                                                                                                | <p>TII confirm that noise, dust and vibration levels will be maintained at a level that do not present any health and safety risk to pedestrians. All environmental impacts will be monitored, with pre-determined trigger levels assigned so that it is not possible for environmental limits to be breached that could have a health and safety impact.</p> <p>As noted by response (3) above, health and safety of all, 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                                                      | Conclusions         | 5        | <p>The highest priority for Dublin Chamber and its members is to ensure that projects will transform the city region, and that pillar four, Sustainable Mobility, of Project Ireland 2040 is carried out. This project has had many iterations in the past that have stalled, and we urge that if the Board grants a RO, that the project leaders move swiftly to procurement and construction phase.</p> <p>Metrolink has the potential to transform how people get around Dublin, if done right and on time. There can be no further delays to this project.</p> | <p>TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                                                                                          |                       |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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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] |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                                                                                                          |                                                                  |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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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] |                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |



| Submission No.                                                                                                                                                                                                          |                                          |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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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 undertaken 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 &amp; 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"><li>• 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;</li><li>• 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;</li><li>• 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.</li><li>• 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;</li><li>• A detailed design of the incorporated biodiverse planting that will be developed with the project ecologist;</li><li>• In sensitive locations, residual landscape and visual effects will be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees.</li></ul> <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> |

| Submission No.                                                                                                                                                                                                          |                                                        |          | 071                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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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.                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                                                                                          |                                                      |          | 071                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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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] |                                                      |          |                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 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"><li>• 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;</li><li>• 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.</li><li>• 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.</li></ul> <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"><li>• 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;</li><li>• 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.</li></ul> |

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|                                                                                                                                                                                                                         |                                                  |          | 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"><li>• 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;</li><li>• 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</li><li>• 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.</li></ul> <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"><li>• 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;</li><li>• 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;</li><li>• 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</li><li>• 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.</li></ul> <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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



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| 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.</p> <p>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.                                                                                                                                                                                                          |                                                         |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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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] |                                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 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 &amp; 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.                                                                                                                                                                                                          |                                                    |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| 32                                                                                                                                                                                                                      | Conservation Section - summary of report - Tara St | 28       | <div>- 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.</div> <div>- 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</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 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       | <div>- 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.</div> <div>- 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.</div> <div>- 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.</div> | <div>St Stephen's Green Park is a National Monument in state ownership, subject to its own legislation (St Stephen's Green (Dublin) Act 1877).</div> <div>Please also refer to response (67) below that summarises the rationale for the preferred location of St. Stephen's Green Station.</div> <div>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.</div> <div>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:</div> <div>(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.</div> <div>(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.</div> <div>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.</div> |  |

| Submission No.                                                                                                                                                                                                          |                                                       |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 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> | <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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 35                                                                                                                                                                                                                      | Conservation Section - summary of report - Charlemont | 29       | <p>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>                                                                                                                                                                                                                                                                                                 | <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       | <p>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>                                                                                                                                                                                                                                                                                                                                                                                      | <p>The general architectural design principles for Charlemont Station are to:</p> <ul style="list-style-type: none"><li>• 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.</li><li>• 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;</li><li>• Treat the internal street as a shared vehicular and pedestrian space;</li><li>• Provide for cycle parking at the southern entrance, thereby encouraging active travel to public transport interchange</li></ul> <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.                                                                                                                                                                                                          |                                                                                                     |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| Submission No.                                                                                                                                                                                                          |                                                                                               |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                  |                                                                                               |          | Dublin City Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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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] |                                                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 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.<br><br>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<br><br>- 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.                                                                                                                                                                                                          |                                                                                                           |          | 071                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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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] |                                                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 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                                                                                                                                                                                                                           | <p>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.</p> <p>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 failitate CCTV.</p> |

| Submission No.                                                                                                                                                                                                          |                                                                                                       |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 50                                                                                                                                                                                                                      | Environment & Transportation Department (E&T)-summary of report: Traffic Division - Operational Phase | 30       | <p>- 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,</p> <p>- A monitoring and reporting regime needs to be agreed with DCC</p> <p>- 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.</p>                                                                                                       | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |
| 51                                                                                                                                                                                                                      | Environment & Transportation Department (E&T)- Active Travel Programme Office Summary                 | 31       | <p>- The Active Travel Programme Office (AcTPro) welcomes the submission of the Railway Order application for Metrolink and fully supports the proposal</p> <p>- An important element will be to provide secure sheltered cycle parking at public transport stops, stations, etc. and this Office would welcome this provision</p> <p>- Would welcome increased provision of cycle parking at all stations</p>                                                                                              | <p>Please refer to response (1) above regards the provision of cycle parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 52                                                                                                                                                                                                                      | Environment & Transportation Department (E&T)- Active Travel Programme Office Summary                 | 31       | <p><u>Ballymun Station ; Collins Avenue Station; Griffith Park; Tara; St. Stephen's Green; Charlemont Station</u></p> <p>- 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</p> | <p>Please refer to response (1) above regards the provision of cycle parking.</p> <p>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:</p> <ul style="list-style-type: none"><li>•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.</li><li>•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.</li><li>•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.</li></ul> <p>Bicycle lockers do not form part of the Railway Order design.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                                                                                                                                                                          |                                                                                       |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                                                          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 53                                                                                                                                                                                                                      | Environment & Transportation Department (E&T)- Active Travel Programme Office Summary | 31       | <u>Glasnevin Station and Mater</u><br>- 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.<br>- 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.<br>- 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.)<br><br>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><br>- 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><br>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       | <br><br>- 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<br><br>- 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.<br><br>- 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.<br><br>- Satisfied that any issues raised through the course of discussion have substantially been addressed.<br><br>- 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.                                                                                                                                                                                                          |                                                                                              |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 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 is parenthesis added by TII]</p> | <p>With particular regard to the Grand Canal Tunnel, TII have surveyed the structure to confirm it's 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 included 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       | <p>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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <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       | <p><u>Ballymun Station</u></p> <p>Impact is considered low and the station development will positively contribute to the urban regeneration area. The station plan indicate 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>TII are appreciative of the positive endorsement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 60                                                                                                                                                                                                                      | Parks, Biodiversity and Landscape Services Summary                                           | 33       | <p><u>Collins Avenue Station</u></p> <p>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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| 61                                                                                                                                                                                                                      | Parks, Biodiversity and Landscape Services Summary | 33       | <u>Albert College Park Intervention Shaft</u><br>- The layout should not impact on the main football pitch<br>- 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<br>- 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><br>Significant loss of boundary trees along St. Mobhi Road, however replacement tree planting is not indicated and this should be reviewed.<br><br>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><br>- 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><br>- 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.<br><br>- Public realm upgrading to Eccles Street fronting the hospitals building's classic portico are also proposed and will help strengthen connection to the park.<br><br>- 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 65                                                                                                                                                                                                                      | Parks, Biodiversity and Landscape Services Summary | 33       | <p><u>O'Connell Street Station</u></p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 | 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       | <p><u>Tara Station :</u></p> <p>- There are no landscape impacts arising and generally a positive upgrade of the local public realm will occur</p> <p>- Further greening opportunities could be considered for the site. A more detailed landscape /public realm plan should be prepared.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 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       | <p><u>St Stephen's Green Station:</u></p> <p>- 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.</p> <p>- 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.</p> | <p>Please refer to response (58) with regards to the architectural treatment of St. Stephen's Green Station.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |



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| 68                                                                                                                                                                                                                      | Parks, Biodiversity and Landscape Services Summary             | 34       | <u>Charlemont Station</u><br>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"><li>• Located within Irish Rail lands along the existing railway embankments and adjacent lands north of the Royal Canal south-east of Glasnevin Cemetery; and</li><li>• Located on banks of the River Tolka and Royal Canal, and within St. Stephen’s Green Park.</li></ul> <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 &amp; Fitness Centre</p> <p>- DCC have engaged with TII in relation to the development of a sports and recreational facility to replace Markiewicz Sports &amp; 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Item No.                                                                                                                                                                                                                | Section Ref.                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 71                                                                                                                                                                                                                      | Dublin Fire Brigade - Summary                                   | 35       | <div>- DFB fully support the development of a Metro System for Dublin and have been liaising with TII in this regard.</div> <div>- As part of the liaison process, DFB have been presented with the fire safety strategy for the design of the tunnel and prototype station.</div> <div>- 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.</div>                                    | <div>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.</div> <div>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.</div>                                                                                                                                                                                                       |  |
| 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. | <div>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.</div> <div>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.".</div> <div>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.</div> |  |

| Submission No.                                                                                                                                                                                                          |                                                                 |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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. |

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| 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 “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)” .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 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"><li>• 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?</li><li>• 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.</li><li>• 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.</li></ul> | <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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

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| 80                                                                                                                                                                                                                      | Conservation | 69       | Albert College Intervention Shaft (26.13)<br>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)<br>- 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.<br>- 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<br>- 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 86                                                                                                                                                                                                                      | Conservation    | 73       | <p>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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <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><i>B - Railway Order Lodgement:</i> 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><i>C - Previous Comments :</i> 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><i>D - Next Steps :</i> 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



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| 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| 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 (&gt;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.                                                                                                                                                                                                          |                                                                     |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 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.<br>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.<br><br>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.                                                                                                                                                                                                          |                                                           |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 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       | <p>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.</p> <p>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.</p> <p>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.</p> | 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.                                                                                                                                                                                                          |                                                         |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| 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"><li>• Task lighting is provided at levels equivalent to operational requirements;</li><li>• Direct lighting is provided in soffits above platforms and the plaza areas (at ground level);</li><li>• Lighting will be integrated into balustrades and skirting;</li><li>• 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;</li><li>• Indirect lighting is provided from accessible areas at a low level; and</li><li>• Increased perception of space, legibility, and security is provided through the indirect lighting of space and volume.</li></ul> <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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

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| 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"><li>• Durability, security, functionality;</li><li>• Commonality across contexts;</li><li>• Branding and identity;</li><li>• Universal access;</li><li>• Weather protection and safety; and</li><li>• Environment.</li></ul> <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 through 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.                                                                                                                                                                                                          |                                                           |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 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> | 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. |
| 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>                                                                                                                                                             | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 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>  | 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.                                                                                                                                                                                                                                                                                                                                                                |
| 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.                                                                        | 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.                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                                                                                                                          |                                                                                 |          | 071                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 122                                                                                                                                                                                                                     | CA-RO-MS08-05<br>Ballymun Station<br>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<br>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<br>Ballymun Station<br>Accessible Parking & Set<br>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.<br><br>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<br>Ballymun Station<br>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<br>Avenue Station<br>Transport and<br>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<br>Avenue Station Median<br>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<br>Avenue Station Tree<br>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.                                                                                                                                                                                                          |                                                           |          | 071                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 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.                                                                                                                                                                                                          |                                                          |          | 071                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| 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"><li>•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.</li><li>•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.</li><li>•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.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> <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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

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| 141                                                                                                                                                                                                                     | CA-RO-MS10-01<br>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<br>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<br>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-R0-MS1 0-03<br>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<br>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.                                                                                                                                                                                                          |                                                            |          | 071                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 146                                                                                                                                                                                                                     | CA-RO-MS10-05<br>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<br>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.                                                                                                                                                                                                          |                                                                       |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 148                                                                                                                                                                                                                     | CA-RO-MS10-06<br>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<br>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.<br><br>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<br>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<br>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<br>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.<br><br>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.<br><br>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.                                                                                                                                                                                                          |                                                          |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 153                                                                                                                                                                                                                     | CA-RO -MS10-10<br>Glasnevin Station<br>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<br>Glasnevin Station<br>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<br>Station Landscape<br>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<br>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<br>Station Main Entrance<br>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<br>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                                                                                                                                                                                                    |

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| 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<br>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.<br><br>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.<br><br>EIAR Chapter 26 Architectural Heritage, Table 26.66 presents the proposed mitigation measures:<br>- 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.<br><br>- 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.<br><br>- 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.<br><br>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.                                                                                                                                                                                                          |                                                               |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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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] |                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 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:<br>Drawing no. ML1-JA1-SRD-ROUT.XX-DR-Y-02071<br>Drawing Title METROLINK - STRUCTURES, O’CONNELL STREET STATION, PROPOSED STREET LEVEL DESIGN | The necessary detail is shown on:<br>Drawing no. ML1-JA1-ARD-ROUT_XX-DR-Y-03088<br>Drawing Title METROLINK - GENERAL ARRANGEMENT, PARNELL STREET TO GPO BUILDINGS.<br>Reference- RO Plans/ Drawing- Alignment Drawing Details -Book 2 of 2 Dublin City Council<br><br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

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| 168                                                                                                                                                                                                                     | CA-RO-MS13-05<br>O'Connell Street Station<br>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<br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

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| 170                                                                                                                                                                                                                     | CA-RO-MS13-07<br>O'Connell Street Station<br>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"><li>• Controls at the entrance/exits of sites for construction vehicles in order to ensure the safety of other road users and pedestrians;</li><li>• 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);</li><li>• 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;</li><li>• 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</li><li>• 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.</li></ul> <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<br>O'Connell Street Station<br>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"><li>• 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.</li><li>• 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.</li></ul> <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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



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| 172                                                                                                                                                                                                                     | CA-RO-MS13-09<br>O'Connell Street Station<br>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.                                                                                                                                                                                                          |                                                        |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 175                                                                                                                                                                                                                     | CA-RO-MS14-03 Tara Street Station Luke St & Poolbeg St | 106      | <p>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 &amp; 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> | <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      | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                                                                                                                          |                                                                                      |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 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"><li>• 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.</li><li>• 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.</li></ul> <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"><li>* Enlarge the footprint to accommodate the commercial unit on the south-east building corner;</li><li>* Provide lifts separate from the entrance canopies;</li><li>* Strengthen Luke Street pedestrian connection to the river bank with a cycle lane;</li><li>* Take into consideration the DART expansion and viaduct refurbishment;</li><li>* Consider pedestrian connection to the river bank along the rail viaduct;</li><li>* Enlarge the south entrance and above/below ground direct interchange link to MetroLink; and</li><li>* Activate the viaduct vaults by introducing commercial units.</li></ul> |
| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| 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 oversite development is not precluded                                                                                                                                                                          | Please refer to response (179) above. The detail design will make reasonable provision for oversite 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 pubic 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. Stephens 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.                                                                                                                                                                                                          |                                                                 |          | 071                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                |
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| 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.                                                                                                                                                                                                          |                                                        |          | 071                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                                                                                                                                                | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |



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| Item No.                                                                                                                                                                                                                | Section Ref.                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| 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 &amp; 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.                                                                                                                                                                                                          |                                                            |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| 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.                                                                                                                                                                                                          |                                                     |          | 071                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| 202                                                                                                                                                                                                                     | CA-RO-MS16-01<br>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<br>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<br>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<br>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<br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| Organisation Name or Name of Submitter                                                                                                                                                                                  |                                                                                                                           |          | Dublin City Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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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] |                                                                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 207                                                                                                                                                                                                                     | CA-RO-MS16-04<br>Charlemont Station<br>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.<br><br>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<br>Charlemont Station<br>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<br>Charlemont Station<br>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<br>Charlemont Station<br>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<br>Charlemont Station<br>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.                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| 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> |

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| Appendix 1 Recommended Conditions                                                                                                                                                                                       |              |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |



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| 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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 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> |

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| 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> |

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| 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<br/><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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 13                                                                                                                                                                                                                      | Road Divisions | 42   | <p>Roads Design &amp; 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> |

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| 14                                                                                                                                                                                                                      | Road Divisions | 42   | <p>Roads Design &amp; 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&amp;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> |



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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] |                |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 15                                                                                                                                                                                                                      | Road Divisions | 42   | <p>Reinstatement &amp; 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 &amp; 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 &amp; 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>                                                                                                                  |

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| 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>Reason: In the interest of orderly development</p> <p>23. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council</p> <p>Reason: In the interest of orderly development</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 <a href="https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation-">https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation-</a></p> <p>Reason: In the interest of orderly development</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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 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 <a href="http://www.dublincity.ie">www.dublincity.ie</a> 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"><li>• Full design details including rationale and calculations and flow control measures, discharge rates etc. in each area/sub-catchment.</li><li>• Gully and swales /SuDs elements design to be approved where additional required. Drawings should also indicate where revisions to existing SW infrastructure are necessary.</li><li>• Manhole design to facilitate flow control devices, discharge manholes etc.</li><li>• Functionality of swale connection pipes throughout.</li><li>• Check of attenuation volumes provided.</li></ul> <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 &amp; 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> |

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| 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> |

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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                                                                                                                                                                                       |                                       |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                     |
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| 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>                                           |

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| Appendix 1 Recommended Conditions                                                                                                                                                                                       |                                               |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 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.<br/><a href="https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition">https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition</a></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 &amp; 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&amp; 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> |



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| 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 raffle 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>                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 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.<br/><i>Reason: In in the interests of amenity and public safety</i></p> <p>Notes to applicant:<br/>(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.<br/>(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 &amp; 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> |

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| 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<br/><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"><li>• 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)</li><li>• 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.</li><li>• 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.</li></ul> <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 &amp; Visual, section 27.6.1 includes for a number of mitigation measures to reduce the impact of MetroLink.</p> |

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| 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<br/>(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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| 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:<br/>(i) Lighting Management Plan (that's been reviewed by bat ecologist)<br/>(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 &amp; 2 - The proposed condition is agreed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



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| Submission No.                                                        |                |          | 072                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Organisation Name or Name of Submitter                                |                |          | Dublin Commuter Coalition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                              | Section Ref.   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Letter Re: Dublin Commuter Coalition, MetroLink, ABP case ref: 314724 |                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                     | Overview       | 3        | Our main point, however, is to call for speed in all stages of planning and building MetroLink. Given the many cancelled plans and delays in building a metro in Dublin over the past decades, as well as the urgent transport needs of hundreds of thousands of residents, MetroLink needs to be built as swiftly as possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                                     | 24hr Operation | 4        | <p>According to Volume 2 Chapter 6.4.3 MetroLink Operations and Maintenance of the EIAR, the hours of operation will be 5:30-00:30. Globally, a number of cities operate metro lines 24 hours a day. Examples include New York, Tokyo and Copenhagen. Copenhagen's is the most similar to Metrolink, as it has a modern, driverless metro system. We strongly believe that Dublin's MetroLink should emulate Copenhagen's operating hours. Even if 24-hour service is not attainable, the 5:30am start is too late, given Dublin Airport's first wave of departures sees dozens of flights depart between 06:15 and 07:30. We believe the MetroLink should facilitate airport staff and passengers arriving before the morning wave of departures. Furthermore, Metrolink will connect to a number of 24-hour orbital buses. It will also be the only direct way to travel between Ballymun/Glasnevin and Dublin Airport.</p> <p>Existing 24-hour buses have shown strong demand and the 41 bus is regularly full from Abbey St, leaving passengers stranded in the middle of the night.</p> | As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, section 6.4.3, "It is anticipated that services will operate between 05:30 and 00:30, every day". At this time it is not part of the operational strategy for a service running 24 hours day, 7 days a week (referenced in EIAR Chapter 6 (MetroLink Operations and Maintenance), section 6.4), however as with any transport system, the future development and needs for serving the Dublin population may change in time, and this would be considered if such a situation arose requiring extended MetroLink operating hours.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                                                                     | Cycle Parking  | 4        | While we are pleased to see that there are some bike parking facilities at most of the stations, it is concerning that there in 12 of the 15 stations, the cycle parking provision will not meet the predicted demand. In four stops, the applicant predicts that there will be cycle parking provision for fewer than 1/5th of the cyclists predicted to be looking for a place to park their bike. We understand that in some locations there are constraints on the space available for cycle parking, but for these cases, we would insist that the applicant provides the needed cycle parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>As set out by EIAR Chapter 6, MetroLink Operations and Maintenance, due to the space constraints in the vicinity of stations it has not been possible to provide 100% of the 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 to the best extent possible. 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.</p> <p>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.</p> |
| 4                                                                     | Cycle Parking  | 4        | We could not find specific information about accessible cycle parking. There should be bike parking for accessible bikes - including pedelec bikes and wheelchair bikes - at all stations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Provision for accessible cycle parking will be made at the detail design stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                                                                     | Cycle Parking  | 4        | Some of the bike parking will be 'semi-enclosed', but the rest will either have a roof or overhang over it, or will have no protection at all. Given that theft of bicycles is common in Dublin, we would like to highlight the need for regular monitoring of these cycle parking areas. We would suggest that, where there is room, provision be made for more secure types of cycle parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance, and includes for:</p> <ul style="list-style-type: none"><li>•The architectural and urban realm design being 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.</li><li>•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.</li><li>•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.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> <p>TII confirm security systems will be provided in cycle parking areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Submission No.                                                        |                                                               |          | 072                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                              | Section Ref.                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Letter Re: Dublin Commuter Coalition, MetroLink, ABP case ref: 314724 |                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6                                                                     | Pedestrian and Cyclist Priority During Construction           | 5        | We understand that a major project like MetroLink will require temporary changes to traffic patterns and other inconveniences during the construction phase. We would ask that the applicant makes a positive effort to ensure that these temporary measures are consistent with the Hierarchy of Road Users set out in section 8.1 1 of the Greater Dublin Area Transport Strategy 2022-2042, which calls for design and planning decisions to prioritise the needs of pedestrians and cyclists first and private cars last. | As detailed in EIAR Appendix A9.5, traffic management plans for the construction of the MetroLink have been developed to minimise the impact of the Project on road users, and to maintain access to businesses and other premises. A hierarchical approach to traffic management has been adopted with pedestrian/cyclists, public transport and commercial needs provision taking preference over private car usage, in line with the hierarchy identified in the Greater Dublin Area Transport Strategy 2022-2042.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7                                                                     | Pedestrian and Cyclist Priority During Construction           | 5        | Too often, in Dublin, construction works will close or restrict access to footpaths, cycle lanes, and bus priority lanes, in order to maintain uninterrupted access for private cars or for free public parking. This approach is not consistent with the hierarchy of road users and can be dangerous as well as disruptive.                                                                                                                                                                                                 | Please refer to response (6) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8                                                                     | Pedestrian and Cyclist Priority During Construction           | 5        | We ask that any temporary changes during construction respect the Hierarchy of Road Users and ensure that access for pedestrians and cyclists is retained as a first priority, even if this means restricting or rerouting motor vehicle traffic.                                                                                                                                                                                                                                                                             | Please also refer to response (6) above. As detailed in EIAR Appendix A9.5, temporary pathways and cycleways will be installed where appropriate and provision will be made to ensure access for those of restricted mobility is maintained. Where the existing level of service for pedestrians cannot be maintained in the vicinity of the construction sites, an alternative route will be designated, be clearly visible, be safe, will have clear signage, and will have the level of service required to cater for the pedestrian and cycle demand. This is indicated in section 6.1 of EIAR Appendix A5.1 Outline CEMP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 9                                                                     | Real accessibility and the lessons from DART                  | 5        | It is important that all Metrolink stations are accessible to all Dubliners, including wheelchair users and others with limited mobility.                                                                                                                                                                                                                                                                                                                                                                                     | <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. 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>The proposed Project will include the following features:</p> <ul style="list-style-type: none"><li>• The floor of the train will be at the same level as the platform;</li><li>• There will be a very narrow gap between the train and the platform;</li><li>• Wheelchair users will be able to access each train;</li><li>• The interior is designed to ensure maximum visibility of grab rails and other features;</li><li>• All platforms incorporate ramps or lifts for access purposes;</li><li>• Changes in level, platform edges and crossing points are highlighted using tactile paving;</li><li>• Ticket machines will be accessible at all stations with at least one machine with controls set lower for wheelchair users, where the supporting plinth will not project in front of the face of the machine in a way that prevents its convenient use and there will be a clear space in front of the machine to facilitate wheelchair users; and,</li><li>• The internal dimensions of each lift have been designed to accommodate wheelchair users and provide a clear unobstructed space for manoeuvring in front of every entrance door to the lift.</li></ul> |
| 10                                                                    | Real accessibility and the lessons from DART (Bullet point 1) | 5        | <p>In order to ensure that Metrolink is accessible to all, we suggest that the applicant:</p> <p>Monitor the ongoing "Big Lift" project and ensure that all MetroLink lifts are built to the highest standards the first time;</p>                                                                                                                                                                                                                                                                                            | <p>TII have designed a system that takes account of best industry practice, and will continue to do so throughout the detail design phase taking account of any emerging best practice. With particular regards to the provision of lifts, as presented in EIAR Chapter 6, MetroLink Operations and Maintenance, specifications for lift design include features such as tactile floor numbers, the position of the lift controls for easy reach, and signalling and illumination levels. Section 6.7 of this chapter also covers the critical importance of maintenance that will be undertaken to provide a safe and reliable system, including:</p> <ul style="list-style-type: none"><li>• Availability: Ensure that the facilities, equipment and assets in general are kept in optimum conditions to avoid unplanned downtime that can have an impact on service quality;</li><li>• Reliability: To guarantee that the installation or equipment works correctly over a given period;</li><li>• Life of the equipment: To reduce wear and tear on equipment and facilities and assets, thus prolonging their life;</li><li>• Cost reduction: To avoid losses and unforeseen expenses due to corrective maintenance takes following unscheduled downtime, which is in general more costly than scheduled and preventative maintenance.</li></ul> <p>Maintenance will be managed and resourced from Dardistown Depot, with a detailed maintenance plan developed for the whole project by the operator.</p>                                                                                                                                                        |

| Submission No.                                                        |                                                               |          | 072                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 11                                                                    | Real accessibility and the lessons from DART (Bullet Point 2) | 6        | Ensure that station designs include redundancies to ensure continued access, for example, including both lifts and ramps at surface-level stations, or multiple lifts at each deep-level station with access to both platforms, so a single out of service lift does not leave a wheelchair user stranded;                | <p>As detailed in EIAR Chapter 4, Description of the MetroLink Project, the underground stations are served by public lifts, generally with one lift from street to concourse level, and two lifts concourse to platform level. More lifts are proposed at stations forecasted to experience a higher footfall or to serve two entrances. Six lifts are proposed between the street and platforms and the concourse and platforms at Dublin Airport. At Northwood, two lifts will be provided between the street and mezzanine level, and four between the mezzanine and platform levels. At Tara, two lifts are proposed between the street and concourse level, and four between the concourse and platform levels.</p> <p>Where it has not been necessary to provide additional lifts to serve footfall it was deemed it was not economic to provide additional lifts that will not be needed or will be redundant for almost all the time. For the stations where there is no lift redundancy, in the event of a lift being temporarily out of operation:</p> <ul style="list-style-type: none"><li>• For lift users who can use them (but prefer not to), escalators and stairs remain available, recognising that this will not be appropriate for wheelchair users.</li><li>• For the underground stations, in the event of a:<ul style="list-style-type: none"><li>(i) concourse to surface lift failure, the firefighters lift will be used temporarily.</li><li>(ii) platform lift failure, users may continue one stop north or south, and using the passenger lifts at that stop to access the opposite platform, change directional service and continue to their destination station.</li></ul></li><li>• For retained cut stations, passengers requiring lift access from platform to surface level would need to exit at an adjacent station, noting that these stations are relatively close together. As detailed in Chapter 6 (MetroLink Operations and Maintenance) section 6.8.2, all stations are designed in accordance with 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 to the Second Schedule of the Building Regulations.</li></ul> <p>TII would also note that London Underground's Station Planning Standards and Guidance has been followed as best practice and this does not follow a sizing approach which delivers or requires this level of redundancy.</p> <p>As explained by EIAR Chapter 6, MetroLink Operations and Maintenance, in the event of a lift failure, staff at the Operational Control Centre or within the station will be warned by an alarm, and a staff member will be directed to the station to arrange for the lift to be returned to surface as quickly as possible.</p> |
| 12                                                                    | Real accessibility and the lessons from DART (Bullet point 3) | 6        | Prepare for and provide contingency plans so that, if a passenger lift is out of service, wheelchair users may be allowed supervised access to fire brigade lifts until it is repaired.                                                                                                                                   | Please refer to response (12) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 13                                                                    | Real accessibility and the lessons from DART                  | 6        | Specifically at Glasnevin Station, there are only steps and lifts between the Irish Rail platforms and the street level entrance and the MetroLink concourse. Given the significant transfer patterns predicted between DART and MetroLink services, we believe the Irish Rail platforms should be built with escalators. | There is insufficient space available on the Irish Rail platforms for escalators (require more space and have less evacuation capacity than stairs), and hence lifts and stairs are provided. Passenger flows have been modelled to ensure both lifts and stairs provide sufficient capacity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14                                                                    | Public Toilets                                                | 6        | According to Volume 2 Chapter 6. 8.1.5 Welfare Facilities for Passengers of the EIAR, public toilets will be provided for passengers at the main interchange stations. However, many key stations such as Estuary are missing public toilets. We believe that all major stations should have public toilets.              | As noted in section 6.8.1.5 of Chapter 6 (MetroLink Operations and Maintenance), public welfare facilities will only be provided at the main interchange stations. The remaining non-interchange stations will not be provided with public welfare facilities for reasons of safety, deterring anti-social behaviour, maintenance and security.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| Item No.                                   | Section Ref.                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| RE: MetroLink Railway Order (Case: 314724) |                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 1                                          | 3.0 Requested Conditions                                     | 2        | <p>Request that ABP consider two modifications via condition for this project:</p> <p>1. To increase the levels of bike parking provided at five stations: Northwood, Ballymun, Collins Avenue, Glasnevin and Tara Street.</p> <p>2. The second to require the hundreds of HGVs required at each construction site to be direct vision vehicles, which have no major blind spots - see <a href="https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles">https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles</a>. This will significantly reduce the traffic hazard to the most vulnerable road users: pedestrians and cyclists.</p>                                                                                                                                                                                                                                                                                                                                                                                      | The following responses cover these two core observations and the supporting detail provided with this submission.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 2                                          | 3.1 Increase Cycle Parking Provision at City Centre Stations | 2        | The provision at many stations falls well below the predicted demand. In particular of note are Northwood (38%), Ballymun (45%), Collins Avenue (37%), Glasnevin Metro + Rail (43%), Tara Metro + DART (13%).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>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.</p> <p>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.</p> |  |
| 3                                          | 3.1 Increase Cycle Parking Provision at City Centre Stations | 3        | <p>Appendix A4.1 section 3.2.2 suggests that "Shared Mobility Solutions' (aka bike sharing) means that the provision of adequate cycle parking is not required. In particular, quoting research by TCD Associate Professor Brian Caulfield in 2018 to back up the following statement in the EIAR that "due to the short journeys usually taken by the Dublin Bikes and Bleeper Bikes, the turnover can be very high day to day, with a station turnover ratio of slightly more than 1:5 to the station capacity". No reference is provided for the paper's name.</p> <p>After contacting Brian Caulfield he believes the paper they are referencing is "Effectiveness of Small Scale Bike Sharing Systems According to the Analysis of Turnover Station Ratios" (Jimenez, Nogal, Caulfield, 2018). That research paper does not support the statement in section 3.2.2 that "an assumption can be applied to this scenario whereby 1 space on a public bicycle parking rack for shared mobility could facilitate 5 shared bicycle parking events during the 3-hour peak period used for calculating the potential demand."</p> | <p>Appendix A4.1 suggests the use of shared mobility solutions may assist in accommodating the anticipated demand for cycle parking. It does not suggest that adequate cycle parking is not required. As noted in response item (2) above, TII agree that there is a need for high density cycle parking provision into the future to accommodate demand from the Project, and demand across the city, but meeting the shortfall will require a coordinated multi-agency response.</p> <p>The statement of turnover ratio of station capacity has been erroneously referenced. The 2016 paper 'Perceptually important points of mobility patterns to characterise bike sharing systems: The Dublin case) by Jiménez et al. should have been referenced here instead. As noted in Appendix A4.1, a limited amount of data was available at the time of writing, leading to the development of an assumption which was used to demonstrate 'the potential number of users who can be accommodated by the proposed number of spaces during the 3-hour peak period.' As an assumption only, the turnover ratio of events per 3 hour peak period was not explicitly based upon data in the aforementioned paper, as it looked at station capacity turnover rather than individual parking events.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |

| Submission No.                             |                                                                                |          | 073                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| 4                                          | 3.1 Increase Cycle Parking Provision at City Centre Stations                   | 3        | <p>The applicant makes the argument that there is limited space to provide cycle parking at stations where there is under provision. However, if you look at Griffith Park station the applicant is specifically building an underground cycle parking space to provide the necessary space.</p> <p>Adjacent to the Ballymun and Northwood stations, where the proposed cycle parking will only cover 38% and 45% of the predicted cycle demand respectively, there is ample space adjacent to the station for TII to build the cycle parking necessary to support the predicted demand in the opening year.</p> <p>Our biggest concern is at Tara Street station. Again the applicant argues there is not enough space to provide the necessary cycle parking. The applicant is CPO'ing the whole block so adjacent land is within their control. The vast majority of the site post-construction is marked for "future development by others". TII could use that space for cycle parking in the interim. TII could condition the future development land to include cycle parking for the metro and train station within the new development.</p> <p>TII makes unfounded arguments that shared bike schemes will lessen the need for cycle parking at stations like Tara Street. Even still, their proposals include removing the existing Dublin Bikes station outside of the Constant Markiewicz centre for construction and not reinstate it post-construction (MetroLink Structures Tara Station Proposed Street Level Design - Sheet 1).</p> <p>The other option the applicant should consider is the use of two-tier cycle parking racks. They provide cycling parking at increased densities, making them more suitable for locations with limited space. Two-tier cycle parking racks are not a replacement for the standard Sheffield stand so two-tier racks do not support cargo bikes, tricycles, bikes with large front baskets or rear child seats. Attached at the end of this document are two photos of a two-tier cycle parking hub in Waltham Forest, London, UK.</p> <p>In summary, we suggest that it is possible to comply with the predicted cycle parking demands:</p> <p>At Ballymun and Northwood provide more cycle parking in adjacent land.</p> <p>At Tara Street TII will own the adjacent land and could use it to provide the cycle parking they are required to provide. Reinstate Dublin Bike stations near the station.</p> <p>At all locations consider the use of two-tier cycle parking racks to increase densities where space is constrained.</p> | <p>Please refer to response item (2) above in relation to the coordinated response required to deliver cycle parking within Dublin. As noted, this will include the consideration of available land, but noting such land is often already allocated as part of future development plans. For example, at Tara Street, as noted in your observation, the adjacent site space is marked for 'future development by others'. This land could be developed under a separate planning application post MetroLink becoming operational, and therefore additional cycle parking provision could be provided as part of that development. This requires a coordinated agency approach, as outlined in response item (2). In a similar way, the reinstatement of Dublin Bikes at a suitable location in this area would require coordination with DublinBikes. It is noted, that although 20 DublinBikes spaces will be lost at this location, it is proposed that 256 spaces ill be provided at Tara Street as part of MetroLink.</p> <p>As noted in the Planning Report (submitted as part of the Railway Order), the lands surrounding both Northwood and Ballymun are zoned for mixed uses (such as commerical and residential development, noted in section 4.4.3.6 and 4.5.1.4 of the Planning Report), and therefore there will be in the future, 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.</p> <p>TII disagree that unfounded statements have been made regarding the impact of shared bike schemes on the cycle provisions proposed. As detailed in response item (3) above, a literature review on shared bike schemes informed the assumptions that were made surrounding the potential turnover events associated with shared bike schemes. As noted in Appendix A4.1, a limited amount of data was available at the time of writing, leading to the development of an assumption which was used to demonstrate 'the potential number of users who can be accommodated by the proposed number of spaces during the 3-hour peak period.' As an assumption only, the turnover ratio of events per 3 hour peak period was not explicitly based upon data in the aforementioned paper, as it looked at station capacity turnover rather than individual parking events.</p> <p>As noted, 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 orther agencies involved in the delivery of cyle parking city wide.</p> |  |
| 5                                          | 3.2 Direct Vision HGVs to Reduce Traffic Hazard Risks to Vulnerable Road Users | 5        | <p>We are concerned about the level of road danger posed by the heavy good vehicles (HGVs) needed to construct MetroLink and that TII have not sufficiently mitigated the risk in their submitted outline Construction Environmental Management Plan.</p> <p>2. To require the hundreds of HGVs required at each construction site to be direct vision vehicles, which have no major blind spots. This will significantly reduce the traffic hazard to the most vulnerable road users: pedestrians and cyclists.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>TII confirm that their main works contractors will be required to comply with the Direct Vision Standard (DVS) and safety permit for heavy goods vehicles (HGVs).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| 6                                          | 3.2.2 Impact of MetroLink on number of HGVs in Urban Areas                     | 6        | <p>Appendix A9.5 Scheme Traffic Management Plan, section 4.4.3 shows how much of an impact the HGVs required for MetroLink will increase the number of HGVs in the area. Many streets will see construction vehicle increases of 10-30% and some streets increases of over 30% (A9.5, Appendix F, Figure A.F-1 - Figure A.F-4). This will increase the risk to vulnerable road users on many city centre streets with no segregated cycling infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>As part of the traffic assessment presented in EIAR Appendix A9.5 Scheme Traffic Management Plan, the impact on cycle safety has been considered. A two-stage screening assessment methodology has been adopted, ensuring that any reduction in quality of service for cyclists (by one level or more) has been captured, with remedial measures including the temporary installation of cycle ways where appropriate, to minimise the impact on cyclists. Where the existing level of service cannot be maintained in the vicinity of the construction sites, alternative routes will be designated to minimise the risk to vulnerable users. As such, the traffic management measures have been designed in line with the hierarchy of road users identified in the GDA Transport Strategy, giving highest preference to pedestrians and cyclists.</p> <p>Prior to implementation, all traffic management measures will be agreed with FCC and DCC, and where relevant, consultation with An Garda Siochána and other statutory stakeholders will be undertaken to ensure the safety of use</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |



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| RE: MetroLink Railway Order (Case: 314724) |                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 7                                          | 3.2.3 Mitigation Measures proposed by MetroLink | 6        | Appendix A5.1 Outline Construction Environmental Management Plan (CEMP) outlines the small number of mitigation measures proposed by the applicant.                                                                                                                                                                                                                                                                                                       | Please note, the assumption has been made that the submission query in this instance intends to read as 'Appendix A5.1 Outline Construction Environmental Management Plan (CEMP) outlines the small number of mitigation measures proposed by the applicant', rather than 'outsides'.<br><br>As outlined in Appendix A5.1, the purpose of the Outline Construction Environmental Management Plan (CEMP) is to provide a framework that outlines how contractor(s) working for TII and the NTA will manage, and where practicable, minimise, potential negative environmental effects during the construction phase. It identifies the minimum requirements with regards to the appropriate monitoring, inspection and reporting mechanisms that need to be implemented throughout construction. EIAR Chapter 31 presents a summary of the route wide mitigations that are proposed for all aspects of the Project. Potential significant impacts to cyclists, and other users, have been designed out as far as possible through the development of the temporary traffic management measures, and therefore further mitigations are not required.                                            |  |
| 8                                          | 3.2.3 Mitigation Measures proposed by MetroLink | 6        | Table 6.1 topic TT7 discusses the mitigation measures for people walking and cycling.<br>Vague suggestions are made (by TII) about providing temporary footpaths and cycleways around construction sites.                                                                                                                                                                                                                                                 | Prior to implementation, all traffic management measures will be agreed with FCC and DCC, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken to ensure the safety of users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 9                                          | 3.2.3 Mitigation Measures proposed by MetroLink | 6        | Table 6.1 topic TT6 says that "Bus lanes may be temporarily converted to general traffic lanes in order to optimise the flow of traffic on the network during the Construction Phase".<br><br>In many places in the city bus lanes are the only cycle infrastructure that exists. Removing bus lanes will make cycling less safe.                                                                                                                         | Please refer to response (6) above in relation to the assessment of the impact on cycle safety and proposed mitigation measures.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 10                                         | 3.2.3 Mitigation Measures proposed by MetroLink | 6        | Report A5.3 Construction Sequence Report shows bus lanes and cycle lanes removed during some construction phases in favour of maintaining traffic lanes.                                                                                                                                                                                                                                                                                                  | Please refer to response item (6) above in relation to the assessment of the impact on cycle safety and proposed mitigation measures. Appendix A9.5 Scheme Traffic Management Plan details the temporary traffic management measures proposed and the impacts on all road users throughout the construction phase. As noted, a hierarchical approach to traffic management has been adopted with pedestrians/cyclists, public transport and commercial needs provision taking preference over private car usage. A summary of the impact of the construction works indicates that, as a result of the TTM and mitigation measures proposed, the bus network will not face any significant impacts at any location. At most locations, with the exception of Dublin Airport and Glasnevin, cycle facilities are protected. At these locations, mitigation measures have been identified to minimise the severity of the impact as far as possible.<br><br>Prior to implementation, all traffic management measures will be agreed with FCC and DCC, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken to ensure the safety of users. |  |
| 11                                         | 3.2.3 Mitigation Measures proposed by MetroLink | 6        | Chapter 28 Risk of Major Accidents and Disasters notes that a serious or fatal collision involving construction traffic caused by the increase in HGVs could lead to an injury or fatality. This risk exists in all zones, throughout the life of the project. Table 28.9 ID C8 says that to mitigate this risk a number of actions are proposed including "Blind spot detection will be compulsory for HGVs in order to identify vulnerable road users". | TII confirm "Blind spot detection will be compulsory for HGVs in order to identify vulnerable road users". Please refer to response item (5) above in relation to the safe operation of heavy goods vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 12                                         | 3.2.4 Proposed Mitigation Measures for HGVs     | 6        | TII needs to set high standards for HGV vehicles that work on the MetroLink project. TII has a responsibility to protect vulnerable road users.<br><br>The CrossRail project in the UK set a good example. It required... much stronger requirements than those described by TII in their CEMP or in Chapter 28.                                                                                                                                          | Health and safety of all, 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. As reflected by response (7) above, if there are any other safety concerns that Dublin Cycling Campaign feel would benefit from further discussion, TII would welcome this engagement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |



| Submission No.                             |                                             |          | 073                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter     |                                             |          | Dublin Cycling Campaign                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                            |                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Item No.                                   | Section Ref.                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| RE: MetroLink Railway Order (Case: 314724) |                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 13                                         | 3.2.4 Proposed Mitigation Measures for HGVs | 9        | <p>TII's proposed mitigation measures are out of date with the best scientific evidence on how to mitigate the risk to vulnerable road users posed by HGVs. There are standards from other projects that they should implement for MetroLink.</p> <p>We request that ABP ask TII for further information on how to mitigate this risk, including how cycling will be facilitated safely around construction sites.</p> <p>We also ask ABP to require conditions on HGVs to use the latest technology improvements to reduce the risks of blind spots.</p> | <p>TII do not agree that the proposed mitigation measures are outdated.</p> <p>As noted by:</p> <p>Response (5) above, TII confirm that their main works contractors will be required to comply with the Direct Vision Standard (DVS) and safety permit for heavy goods vehicles (HGVs).</p> <p>Response (5) and (6) refer to how the safety of cyclists, and the details surrounding the proposed temporary traffic management measures for each construction site will be addressed; and</p> <p>Response (12) that health and safety of all is the top priority of TII and that if there are any other safety concerns that Dublin Cycling Campaign feel would benefit from further discussion, TII would welcome this engagement.</p> |
| 14                                         | 4.0 Conclusion                              | 9        | <p>We hope that ABP decides to approve this vital public transport project with the two modifications via condition.</p> <p>Increase cycle parking at the following metro stations: Northwood, Ballymun, Glasnevin and Tara Street</p> <p>Require TII to use the latest standards for mitigating the risks of HGVs to vulnerable road users by copying working standards from other European construction projects</p>                                                                                                                                    | <p>Please refer to response (13) regards mitigating risk of HGV's to vulnerable road users and response (4) regards increasing cycle parking provision.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                      |                    |          | 074                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                              |                    |          | Duncan Smith TD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                            | Section Ref.       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Submission on the Railway (MetroLink to Charlemont via Dublin Airport) Order [2022] |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                                                                   | Introduction       | 1        | <p>I preface this submission be clearly stating I welcome the plans for MetroLink and the fact it has been submitted to An Bord Pleanala for the granting of a Railway Order.....</p> <p>The current alignment as submitted to An Bord Pleanala is ambitious and has the capacity to reshape transport in Dublin for decades to come, with multiple connections to bus, rail and tram services.</p> <p>It is an absolute necessity that this project proceeds without further delay.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>TII wish to thank you for taking the time to make this submission. Your positive support is gratefully appreciated, and for the reasons you have set out, TII are committed to realising the MetroLink Project to address the challenges highlighted and to deliver the benefits that MetroLink will bring.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                   | Local Connectivity | 3        | <p>MetroLink proposes to link the third largest town in Ireland by population, Swords, with our capital city, our international airport, Dublin Airport, and Dublin City University through Phibsboro and into the city centre. It is vital infrastructure. When this is delivered, we must make sure that people will not have to get into their cars to travel from one side of Swords to the other. They should be able to travel quickly, efficiently and in an environmentally friendly way to the MetroLink. This will benefit all the Greater Dublin Area, particularly those living in the rural villages and rural areas who will be able to get to Swords relatively quickly and then on into Dublin City. It is not just a service for Swords, or Fingal, or the airport; it is infrastructure that will benefit the whole of the Greater Dublin Area.</p> <p>In Swords the key concern is transport for residents. There is a great need for improved paths and cycle lanes for people to be able to cycle, walk and use electric scooters throughout Swords. The Metrolink project must be delivered but in tandem with the delivery of accessibility and sustainable methods of accessing Metrolink stations throughout the proposed MetroLink route.</p> | <p>As outlined in Chapter 4 (Description of the MetroLink Project) Section 4.13.2.1, the need for integration with other modes of transport including walking and cycling has been considered in the design of the proposed Project. The R132 Connectivity Project received planning approval on 20 January 2022 and will progress ahead of MetroLink. This will improve the R132 for vehicle occupants, cyclists and pedestrians and will also provide access across the R132 where it is necessary to demolish four footbridges which conflict with the MetroLink alignment. The realignment of the existing roundabouts to signalised junctions will improve connectivity across the R132 through the provision of signalised pedestrian crossings and improved footway provisions. Cycle parking provision will also be provided as part of MetroLink at the proposed Swords Station and will cover 100% of the predicted demand at this station (Table 4.9).</p> <p>The South Fingal Transport Study 2019 also notes that future interchange to the MetroLink from other modes, including bus, walk and cycle should be considered as part of any redevelopment of Swords Main Street and the R132 Swords Bypass. Green corridors have also been identified as part of the Barrysparks and Crowscastle Masterplan, which will be located adjacent to the Swords Central Station, providing pedestrian and cyclist connectivity from the Holywell area.</p> |

| Submission No.                                                                                                                                           |                                           |          | 075                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Organisation Name or Name of Submitter                                                                                                                   |                                           |          | Dympna Rooney (resident - 102 Botanic Road, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                                                                 | Section Ref.                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Letter Re: Intended application by the NRA (Operating as TII Ireland) for the Railway (MetroLink -Estuary to Charlemont via Dublin Airport) Order (2022) |                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 1                                                                                                                                                        | Communication from TII to local residents | 2        | TII have not been transparent throughout the planning process of this proposed project. All documentation has been on line, and for those of us unable to avail of online information there should have been meetings with the residents. The only meeting held with regard this was several years ago and this was organised by the local residents. At no stage have TII ever offered a town hall type meeting with regard this railway order. | <p>TII disagree with the assertion made that a proper and transparent engagement process was not followed. As detailed in EIAR Chapter 8 (Consultation) section 8.4 and 8.6, non-statutory consultations have been held on both the Emerging Preferred Route and the Preferred Route, respectively. Printed copies of all documentation were also made available to the public during the consultation period at offices throughout the city.</p> <p>EIAR Chapter 8, Consultation presents an overview of the extensive stakeholder and public consultation that has been undertaken to date to inform the development of the proposed Project. As indicated, consultation will be maintained by TII throughout the construction phase alongside the establishment of the Project Construction Traffic Forum, and the provision of a freephone (e.g. 1800) helpline where concerns can be raised. Further details can be found in section 6.1. of EIAR Appendix A5.1 Outline CEMP in section 5.4 of Chapter 5 (MetroLink Construction Phase).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 2                                                                                                                                                        | Provision of Detail                       | 2        | I have been in receipt of documentation which I consider scant and does not provide any real clarity on potential damage to the property as a result of vibration from the heavy machinery boring underneath my property. The paperwork appears to be done from the TII side and is not heavy on information for the property owner.                                                                                                             | <p>TII believe that the information presented is clear and specific to the building in question.</p> <p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of vibration on ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design and presented in the EIAR in Appendix A5.17 Building Damage Report.</p> <p>EIAR Appendix A 5.17, Building Damage Report, assesses the impacts of construction generated ground movements and settlement on this property. The settlement contours calculated were used to undertake the building damage assessment. The damage categories are described in Section 4.3.2 of the Building Damage Report. The building risk categories shown in Table 4-4 are used to define the degree of building damage related to the Risk Category. Table 5.2 of this report shows that your property (building B123) has been assessed as falling within the 'Slight' - Damage Category 2 (No structural damage - table4.4. of Appendix A5.17 indicates type of issues that may be seen, such as cracks that may be easily filled, redecoration probably required, slight fracture cracks inside and exterior cracks visible with some repainting required). See also response (6) in relation to the Property Owners Protection Scheme (POPS) where remedial works to any damage caused by the MetroLink project are addressed.</p> <p>EIAR Appendix A14.5 Groundborne Noise and Vibration Modelling Results presents the assessment of vibration resulting from the construction (and operational) phase. The predicted level of groundborne vibration during TBM passage is 0.278 ms-1.75 day and 0.234 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of Chapter 14) sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> |  |
| 3                                                                                                                                                        | Depth of Tunnel                           | 2        | The tunnel from ground to top level will be 15 metres. This is just short of 50ft which is not deep. The average depth of the underground in London is 24 metres, which would equate to 78ft.                                                                                                                                                                                                                                                    | <p>The property pack issued to you indicates that the distance from ground level to the crown of the tunnel will be 14m, and 20.7m from ground level to track. This is detailed on drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03100 in the property pack.</p> <p>The depth of the tunnel is sufficient to mitigate impacts on your building. The depth in relation to your building has been used in the assessments outlined above and has concluded that there will be no structural impacts and hence the depth of the tunnel is considered appropriate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

| Submission No.                                                                                                                                           |                           |          | 075                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Organisation Name or Name of Submitter                                                                                                                   |                           |          | Dympna Rooney (resident - 102 Botanic Road, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                                                                                 | Section Ref.              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| Letter Re: Intended application by the NRA (Operating as TII Ireland) for the Railway (MetroLink -Estuary to Charlemont via Dublin Airport) Order (2022) |                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 4                                                                                                                                                        | Monitoring of Foundations | 2        | The properties along this section of the route have the standard foundations which would be attributed to a property built over 100 years ago. The house is sitting on boulder clay and monitoring must be carried out to the highest standard. This area is referenced in the documentation but no studies appear to have been completed. Foundations under these properties are only 18 inches in many of the homes and will be subject to subsidence and perhaps a rise in the water table level.                                                                                                                                                                                                   | Please refer to response items (2,3) above. The type and nature of your property has been used in the assessment. A programme of ground movement monitoring will be implemented, with the monitoring locations informed by further analysis to be undertaken during the detailed design stage. The assessment of the impact of the construction works on the water table is presented in Chapter 19 (Hydrogeology). There is no predicted change in ground water levels at this location, as indicated in section 19.7 of Chapter 19 (Hydrogeology).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 5                                                                                                                                                        | Subsidence                | 2        | As this is a large terrace, where there is the potential for movement of the boulder clay. It is very possible one weaker structure on the terrace could negatively impact all the properties and cause issues with subsidence/cracking/issues with doors windows/roof/drains. Or more serious damage and there does not appear to have been any impact study done in this instance.                                                                                                                                                                                                                                                                                                                   | Please refer to response items (2, 3, 4) above related to tunnelling works and the assessment of impacts on ground movements, subsidence and settlement. The assessments undertaken respect the ground conditions local to your property. Please also note that the Phase 2a assessment undertaken is considered moderately conservative. TII have undertaken a sample Phase 3 assessment on terraced residential buildings and this demonstrates the conservatism and that impacts are likely to be lower than the "slight" impact currently assessed. Further information on the assessments can be found in EIAR Appendix A5.17 Building Damage Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 6                                                                                                                                                        | Insurance                 | 2 and 3  | If this type of damage occurs what is the plan if the property has to be vacated for a period of time if remedial work needs to be carried out. As with the current situation and the housing shortage there would not be a viable alternative to house people. Also there would need to be an assurance that all contents in the house needed to be adequately insured in the event the damage necessitates the vacation of the home. There is no clarity as to how our Home Insurance will work, how do TII propose insuring the house and contents for this period of time. As per a recommendation to wrap up your good china that was received, that is not what I consider an adequate response. | <p>Structural impacts are not predicted. Please refer to response item (2) in relation to impacts to your property, and to EIAR Appendix A5.17 Building Damage Report for further information.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>As detailed in response item (2), your property will see 'Slight' damage, which includes for cracks which can be easily filled, and redecoration. Exterior cracks may be visible which may require repainting for weather tightness, and doors and windows may stick. It is anticipated that rehousing will not be required during this time as no structural damage will occur. Further details on the categorisations can be found in Table 4-4 of EIAR Appendix A5.17 Building Damage Report.</p> <p>Insurance costs will be dealt with as part of the overall compensation package associated with any relocation deemed necessary under the Airborne Noise &amp; Groundborne Noise Mitigation Policy as outlined in EIAR Appendix A14.6.</p> |  |
| 7                                                                                                                                                        | Speed of Remedial Work    | 3        | How quickly would TII address the issues, in the event of damage would this immediately be assessed and repaired?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Please refer to response Item (6).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 8                                                                                                                                                        | Timeframe                 | 3        | The timeframe of the tunnelling beneath this particular terrace, I was unable to see any detail on this. How long will this take, and the actual depth of the tunnel underneath the property.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>The TBM will take approximately 2 weeks to pass through the area around your property. It would take nominally 1 day to pass under your specific property.</p> <p>The property pack issued to you indicates that the distance from ground level to the crown of the tunnel will be 14m, and 20.7m from ground level to track. This is detailed on drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03100 in the property pack.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |

| Submission No.                                                                                                                                           |                      |          | 075                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                                                                                   |                      |          | Dympna Rooney (resident - 102 Botanic Road, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                                                 | Section Ref.         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| 9                                                                                                                                                        | Dimension of Tunnel  | 3        | I was unable to find adequate information in lay person terms included in the proposal. Therefore would seek additional information on exact depth and width of the tunnel running from Cliftonville Road to Harts Corner.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The alignment drawings contained within the Railway Order Plans/ Drawings contain the vertical alignment of the tunnel rail in relation to the existing ground level. Sheet 12 of 19 in Book 2 of 2 shows the alignment in this area which varies with the distance along the route, known as chainage. Please note that the final design alignment will be confirmed during detailed design.</p> <p>The typical tunnel drawing ( drawing reference ML1-JA1-SRD-ROUT_XX-DR-Y-01004) is found in the Structures Drawings Book 3 of 3. This drawing indicates that the overall external diameter of the tunnel ring will be 9.2m.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10                                                                                                                                                       | Drains & Water Table | 3        | The drainage system, to the rear of my property there is a large underground drain that connects this terrace of houses. This needs to be checked and there needs to be monitoring to ensure that no cracks/damage/subsidence occurs. This could to all intents and purposes develop into a sink hole due to the nature of the clay. How will this impact the water table in this area as there are multiple underground culverts and drains? Drains need adequate monitoring to ensure that no effluent is running into the surrounding ground.                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Please refer to Items 2,3 and 4 above - there is no predicted impacts on utilities nor any impact on the water table in the area. TII will procure its contractors to develop Instrumentation and Monitoring Plans. These plans will help assure that the risks associated with tunnelling and station excavations impacting property and utilities are appropriately managed and controlled. TII will provide advance notice of any attendance that the monitoring contractor may require. Further details on the Instrumentation and Monitoring Plans are presented in EIAR Appendix A5.1 Outline CEMP section 1.1.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 11                                                                                                                                                       | Station Building     | 3        | <p>The building in the drawings in no way sits in the landscape comfortably, it is not in keeping with any of the local architecture. A building should grab the attention of anyone visiting, and become something that the community are proud of, are able to use as more than a station. This needs much more development as the Brian Boru is a landmark for anyone visiting the area with links to James Joyce's Ulysses, the mural on the side alone is something particular to the area. The station name is also very generic, and it if historic building are proposed for demolition there should be something kept in the memory banks, name the station the Brian Boru or similar. No one refers to this part of the city as Glasnevin it has been called Harts Corner since the 1920's when the Harts Building was constructed. Is it the policy for large building projects to eliminate all connection with the previous history of an area?</p> | <p>Regarding the design of Glasnevin being out of character 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.</p> <p>The Project will deliver a robust and authentic design with a strong metropolitan identity, unique and sympathetic to Dublin. Concepts such as singular station volumes, use of natural light, intuitive wayfinding, robust and long-lasting materials, and contextual placemaking will be followed through all stages of development and construction, combining to form the very best in architectural vision.</p> <p>The 'Materials Palette' that has also been included with the Railway Order application further confirms the 'MetroLink Design Vision Principles', including the principle of achieving a 'Sense of Place' that reflects the local area, that is appropriate to the City, and the local context / character. Further information on the MetroLink Design Principles can be found in section 4.5 of Chapter 4 (Description of MetroLink Project).</p> <p>Unfortunately, due to the available land, combined with the construction challenges associated with providing this complex multi-modal interchange station that will deliver significant transport benefits by nature of its connectivity, there is no means of retaining the Brian Boru pub. TII acknowledge this is a significant impact, as stated in CHapter 26 (Architectural Heritage).</p> <p>Before proposing the demolition of the Brian Boru pub, TII did carefully examine the alternative of locating a station at Drumcondra rather than Glasnevin as reported by EIAR Chapter 7, Consideration of Alternatives, section 7.6.5. Both options would require demolition of buildings with potential for significant impacts on architectural heritage, however, once the construction is complete, the proposed station location at Glasnevin offers a much better interchange station location for passengers, a key Project objective of MetroLink.</p> <p>The impacts of the Glasnevin works have been assessed and reported in the EIAR. The Brian Boru pub will be recorded by means of photography and written description to English Heritage Level 3 standard prior to demolition. This is detailed in section 26.7.1 of Chaper 26 (Architectural Heritage).</p> <p>The station is name Glasnevin Station for the purpose of the Railway Order Application. There are no current plans to change names.</p> |

| Submission No.                                                                                                                                           |                               |          | 075                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 12                                                                                                                                                       | Blasting                      | 3        | Liaison required with local homeowners.                                                                                                                                                                                                                                                                                                                                                                                  | <p>The EIAR Chapter 5, MetroLink Construction Phase, Section 5.12.4.5 sets out TII Plans for Community and Engagement during the Construction Phase.</p> <p>A Stakeholder and Community Engagement Plan has already been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none"><li>▪ Regularly reviewing and updating stakeholder and community engagement plans;</li><li>▪ Actively maintaining partnerships and design focus groups established with the community; and</li><li>▪ Communicating in a timely and open manner.</li></ul> <p>Through the ongoing development of this plan, TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place.</p> <p>As detailed in section 3.3.1 of EIAR Appendix A5.1 Outline CEMP, it is noted that the principal component of a Stakeholder Communications Plan will include:</p> <ul style="list-style-type: none"><li>* Procedures to inform members of the community directly affected by the Construction Phase on schedules for any activity of a particularly disruptive nature which is likely to impinge on their person or property e.g. blasting, demolition, pile driving and any mitigating actions that are being taken (shielding, restriction on work hours) to minimise such disruption.</li><li>* For the tunnel boring, TII will establish a website to provide information on the forecast and actual passage of the tunnel boring machine. The contractor(s) will distribute leaflets to properties and affected parties, giving such notice along the tunnelling alignment, along with details of the first point of contact for any queries.</li><li>* The contractor(s) will coordinate preconstruction defect surveys for identified properties, liaising (in conjunction with the employer) with the building surveyor employed to carry out the surveys and maintaining a dialogue with the relevant property owners throughout the duration of the works.</li><li>* Details of contact names and number for any complaints that may arise during works.</li></ul> <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place. The notifications will detail the estimated duration of the works, the working hours and the nature of the works. All notifications will include a local helpline number. In addition, information on the works will also be available on the proposed Project website.</p> |
| 13                                                                                                                                                       | Steering and Monitoring Group | 3        | A steering group needs to be set up; as there has to be a direct connection between the project developers with the local community and the residents, this has not been discussed. There needs to be full accountability and transparency. As we are to have to deal with a huge building project both underneath our homes as well as at our main point for access to facilities like hospitals, shops, chemists, etc. | Please refer to response (12) above related to the consultation process of the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



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| 14                                                                                                                                                       | Access to Emergency Services | 3        | There is a GP practice and chemists close to the station site, what is the proposal in the event the station build demands the relocation of these services. Access to the Mater Hospital will this be compromised due to road closures?                                                                                                                                                                                                                                                                                                                                                                      | <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (FCC or DCC as the case may be) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible. Further information on these mitigation measures can be found in section 6.1. of EIAR Appendix A5.1 Outline CEMP. As a result of these measures, it is not anticipated that the station build will demand the relocation of the GP or chemist at this location.</p> <p>EIAR Chapter 9, Traffic and Transport, section 9.7.1.2 includes a Scheme Traffic Management Plan (STMP) to manage traffic movements during the construction phase to ensure traffic congestion is minimised. The Plan includes measures such as the establishment of Local Community forums which will cover areas local to each station, where stakeholders will have an opportunity to inform the traffic management element of the project. Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight.</p> <p>Access to the Mater Hospital will be maintained at all times, as indicated in EIAR Appendix A9.5 Scheme Traffic Management Plan section 7.7.6.3.1.</p> |
| 15                                                                                                                                                       | Community Fund               | 3 and 4  | A fund needs to be set up for the local community as it is this area has no community hall, no facilities for residents to have community groups/functions/meetings and this should be incorporated into the new station. The proposed station building can easily accommodate commuters and residents. It is important that something is given back to the community as we are giving a huge amount, from having the potential of property damage, to the problems that may be cause commuting to the city centre and the effect it will have on local amenities/services especially for the elderly person. | <p>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options, including aspects of biodiversity.</li></ul> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Letter Re: Intended application by the NRA (Operating as TII Ireland) for the Railway (MetroLink -Estuary to Charlemont via Dublin Airport) Order (2022) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 16                                                                                                                                                       | Summary      | 4        | <p>I have lived in this property for nearly 50 years, raised a family and this house can definitely do the same for more families far into the future. The old buildings should be given proper recognition and enjoy protection that other European cities provide. There is not enough safeguarding given to areas that actually enhance a city, and provide fantastic living spaces for families If we are to have a thriving area that people want to live in and visit we need to start to respect and appreciate our architecture which is considerably better and more durable than building that are going up today.</p> <p>The metro is a huge waste of money and an over ground solution would have serviced the locality much better, if a Luas had been run down the Finglas Road, and came from the airport stopping off along route this would have provided the same service and had less impact on properties and historic buildings along the route. I do not believe that this metro will provide the income to cover the cost of building for decades to come and is another wasteful project that will take years to pay dividends.</p> | <p>Your views are noted. TII understand the concerns around protection of buildings and as such, EIAR Chapter 26 (Architectural Heritage) assesses the impact of MetroLink on architectural heritage during both the construction phase and operational phase. as detailed in section 26.3.2. of Chapter 26, the assessment has been undertaken with reference to the most appropriate policies, legislation and guidance documents relating to architectural heritage. Section 26.7.1 of Chapter 26 presents the proposed mitigation measures to protect such buildings within the study area. Please refer to response item (11) above in relation to the impacts to buildings in the Glasnevin area.</p> <p>Chapter 7 of the EIAR (Consideration of Alternatives) details alternative route options considered by TII in the development of the proposed Project and the rationale for ruling those options in and out, that included an assessment of the environmental impacts of each option considered, both positive and negative. In the Fingal North Dublin Transport Study, alternative options were considered including several light rail options. Extending the Luas line from Broombridge to Finglas (LR2) and on to Dublin Airport and Swords was also considered, however it was eliminated from further consideration as the journey time for this option would be very long when compared to other options.</p> <p>The assessment identified an Optimised Metro North (LR7) as the best option for the following reasons:</p> <ul style="list-style-type: none"><li>• It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (Tunnelled Luas);</li><li>•It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>•It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li></ul> <p>•It delivered a connection right into the centre of the city, serving O’Connell Street and St. Stephen’s Green;</p> <p>•It retained the opportunity to extend Luas Cross City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</p> <p>•Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</p> <p>•It could potentially be extended southwards in the longer term to alleviate high travel demand on the Luas Green Line, and ultimately form a complete north south metro corridor traversing both the north and south city; and</p> <p>•This option delivered the highest safety benefits when compared to other options.</p> <p>TII disagree that 'the metro is a huge waste of money'. In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 17                                                                                                                                                       | Summary      | 4        | <p>There is also a total lack of communication from TII, a refusal to engage with the residents who are actually granting them permission to proceed, there is a huge displeasure within the area with the way both TII and local representatives did not engage with residents. But this seems to be a standard procedure with these large construction projects which is a sad indictment for both our large infrastructure agencies and our local elected representatives.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Please refer to response (1) above regarding engaging with residents. TII regret that there is a perception that there has been a lack of engagement, however please note that there have been 2 rounds of non-statutory consultation (one for the Emerging Preferred Route, and one for the Preferred Route) and over 1,300 meetings with stakeholders affected by the works since 2018. This is detailed in table 8.1 of EIAR Chapter 8 (Consultation). It is intended that the consultation undertaken in respect of the MetroLink Project will, when the railway order process is complete, fully meet the requirements of the Aarhus Convention, Codified EIA Directive and Irish national legislation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                                                                                                                                                                                                                                                                                 |                            |          | 076                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                                                                                                         |                            |          | Eamonn Smyth (13 Nelson Street, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                                                                                                                                                                                                                       | Section Ref.               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: A submission in respect of the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, with specific reference to the proposed Mater Station and associated tunnel |                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                                                                                                                                                                                                                                                              | The proposed Mater Station | 2        | <p>The proposed Station works as defined and authorised by this Order ('the Works'), will have significant consequences for the Four-Masters Park (the 'Park') located on the corner of Berkeley Road and Eccles Street. This park is focally dominant in the area and is a welcoming sight for residents and visitors alike, particularly those who enter the area from the North Circular Road/Berkeley Road direction. It has been indicated by Metrolink, that on completion of the Works, the original Park would be reinstated, but only in so far as possible. Such language is meaningless and limitless in the context of the Station and the Park. And the proposed design of the Station lends credence to this assertion.</p>                                                                                        | <p>TII recognise that Four Masters Park has very important heritage and architectural connnotations, and as such the Mater Station urban realm design principles are based on the following:</p> <ul style="list-style-type: none"><li>* Realignment of the Four Masters Memorial;</li><li>* Rearranging the footpath to provide enough pedestrian space for the main entrance;</li><li>* Reinstatement with enhanced planting of the Four Masters Park and its existing railings; and</li><li>* Replacement of existing trees.</li></ul> <p>The construction of Mater Station in the Four Masters Park will affect the park itself, both Eccles Street and Berkeley Road, and St Joseph's Church, requiring stringent environmental management measures during construction and restoration of the urban realm. Design changes that were introduced to reduce impacts on heritage include the following: prior to the construction phase the railings, gates, plinth walls, Healing hands sculpture and Celtic cross at Four Masters Park (RPS, Reference 737) will be removed, stored carefully and reinstated following the completion of construction of the proposed Mater Station.</p> <p>As detailed in Chapter 26 (Architectural Heritage), following the completion of the construction of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations to facilitate ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. The existing garden and grotto adjoining and within the grounds of St Joseph's Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals with proposed trees. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front. To ensure the protection of architectural heritage throughout the alignment, a Project Conservation Architect has been engaged to oversee the implementation of the Project. A specialist Heritage Works Contractor will also be appointed to remove, store and conserve and constraints during the construction phase, to ensure they are protected for reinstatement prior to the Operational Phase.</p> |
| 2                                                                                                                                                                                                                                                                                                                                              | Potential Remedies         | 2        | <p>I would argue that the small triangular corner of the Park, which contains the Four Masters Cross, is the most focally dominant and visually pleasing section of the Park. Therefore, if this small triangular corner (which is bounded by Berkeley Road and Eccles Street on two of its sides) was retained/restored as is, and the remaining boundary of the triangle screened off from the Station entry/exit point, (by suitable trees, for example) this would go some way towards retaining the visual impact of this very important focally dominant section of the Park, for this area. In order to achieve this objective, the orientation of the proposed entry/exit point of the Station should be altered [rotated] by ninety degrees, so that it would face the old Mater Hospital portico on Eccles Street.</p> | <p>EIAR Chapter 27 (The Landscape) details the impact on the landscape and visual amenity of the stations during both the construction and operational phases. As noted during the operational phase at Mater Station, on completion of the station box, the surface features will be substantially reinstated as per the project description (please refer to response item (1) above). The Park and its surroundings will be updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection, and therefore a positive impact is anticipated.</p> <p>Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition with some minor improvements. Over the inital period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street, will again impart the tranquil qualities of the existing condition. Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.</p> <p>The proposed station entance will facilitate connection with bus services to and from Dublin City Centre, with bus stops on Berkeley Road. The entrance will also facilitate desire lines with the pedestrian crossing at the junction of Berkeley Road and Eccles Street, and tie-in with the existing cycle infrastrutcure on Berkeley Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                                                                                                                                                                                                                                                                                 |                    |          | 076                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                                                                                                                                                                                                                                                                                       | Section Ref.       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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|                                                                                                                                                                                                                                                                                                                                                |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                              | A 90 degree entrance rotation to face the Mater Hospital has a major impact on the design of the station. It would require a larger station box with major impacts on the site (utilities, traffic, construction) in a very space-constrained location that would possibly make its insertion into the site impractical. The rotation of the access stairs would require a rearrangement of the interior space of the station and the provision of a concourse at the concourse level, with sufficient area for the flow of passengers in their connection to the next level. This in turn has an impact on the configuration of the station's Back of House area, affecting the ventilation jet fans position, which take advantage of the location under the access escalators in their current longitudinal arrangement. Additionally, it would also impact the location of the lifts and shafts above the plaza. All this would require a redesign of the access area that would necessarily involve increasing the dimensions in width and possibly also in length of the station box, which would not be compatible with the space available on site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 3                                                                                                                                                                                                                                                                                                                                              | Potential Remedies | 2        | In addition, the design and finish of the Station together with its proposed location, the finish of the emergency exit, and other associated structures along the Berkeley Road frontage, is not in keeping with the surrounding architecture - the Mater Hospital, St Joseph's Church, and terraced houses along Berkeley Road/Street. This requires to be addressed in consultation with local residents. | <p>Please refer to response (1) in relation to the impacts to architectural heritage at this location, and please refer to response item (2) above in relation to the anticipated positive impacts on landscaping and visual amenity at Mater Station.</p> <p>The station architecture is integrated in the park in a sympathetic fashion with the skylights being framed by planting and providing circulation routes through the park. Existing monuments and protected railings will be relocated within the park. Large mature trees will be placed so as to provide balance and create space within the park. The landscape design itself will be created on top of the station box and sufficient depths and infrastructure are provided for in order to integrate the landscape design.</p> <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, (as referenced in Chapter 26, Architectural Heritage) 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. 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> <p>TII confirm that they are committed to continuing stakeholder and community engagement throughout all phases of the Project to ensure its successful delivery.</p> |  |

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| 4                                                                                                                                                                                                                                                                                                                                              | The Built Heritage | 3        | <p>Indeed many of the Georgian Houses which align with the proposed tunnel are over two hundred years old. Consequently, I contend that the Works will impact the built heritage in this area. I understand that engineering surveys prior to, during, and after the project will be carried out to properties within a defined area close to the Works and that there is a commitment for compensation to be paid in certain circumstances. However, it is almost certain that the effects of the Works including, but not limited to, vibration, (whether caused by the Works or unforeseen incidents which occur as a result of the Works) will be experienced beyond this defined area, thus impacting buildings not included in the initial engineering survey.</p> <p>Therefore I would urge that a Mater Station Community Liaison Committee be established prior to the commencement of the Works, to liaise between the Applicant, the building contractor, and the local community to ensure any and all issues that arise before, during and after the Works, are resolved in a coordinated and consensual manner.</p> | <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>Chapter 13 (Airborne Noise and Vibration) and Chapter 14 (Groundborne Noise and Vibration) present the anticipated impacts during both the construction and operational phases. As detailed, the highest potential impact arising from the Construction Phase, if not mitigated, would be from blasting, with perceptable effects for people occurring up to a distance of 250m if not mitigated. Vibration impacts from other construction sources may cause potential impacts for most receptors approximately 100m from the source. The predictions of groundborne noise and vibration, and all other construction works, are subject to uncertainty (as are all predictions). However, the design of the Project has been developed to best international practice and standards and complies with the relevant design standards which include provisions to reduce the likelihood of risk events occurring. Chapter 28 (Risk of Major Accidents and Disasters) details potential risk events, reasonable worst consequences, and the proposed mitigation measures. As part of the measures, the Main Works Contractors will be required to prepare a Construction Management Plan, as well as subsidiary plans such as a Ground Movement Management Plan, Risk Management Plan and TBM Management Plan, among others, to identify how unforeseen incidents will be managed.</p> <p>TII are committed to engaging with and listening to the views and concerns of the local community, and working with the local community to manage any impacts resulting from MetroLink construction. As noted in the Outline Construction Environmental Management Plan (Appendix A5.1 of the EIAR), TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. The contractor(s) will be responsible for putting in place a Stakeholder Communications Plan which will be developed under the consent of a designated Public Liaison officer appointed by TII. This will provide a two-way mechanism for members of the public to relay any concerns, allowing them to be resolved in a coordinated and consensual manner.</p> |  |

| Submission No.                                                                                                                                                                                                                                                                                                                                 |                    |          | 076                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| Organisation Name or Name of Submitter                                                                                                                                                                                                                                                                                                         |                    |          | Eamonn Smyth (13 Nelson Street, Phibsborough)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin: A submission in respect of the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, with specific reference to the proposed Mater Station and associated tunnel |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 5                                                                                                                                                                                                                                                                                                                                              | The Built Heritage | 3        | <p>Further, that an independent expert be appointed and funded by the Applicant to advise the residents of the local community during the entire timescale of the project, in respect of, but not limited, to the following:</p> <ul style="list-style-type: none"><li>• The provision and location of adequate monitoring measures and equipment required to avoid, prevent, reduce, or offset adverse effects on the surrounding environment, including the built heritage;</li><li>• Provision for the monitoring of the above mentioned effects;</li><li>• The parameters to be monitored, duration of monitoring, and the frequency of such monitoring for the purposes of assessing its compliance with any monitoring provisions;</li><li>• Residents' access to data/information collected during the monitoring process and transparency of the monitoring process including any inquiry, investigation, or examination associated with the monitoring process;</li><li>• An emergency point of contact which operates around the clock, for residents with concerns regarding the Works;</li><li>• Noise, vibration, subsidence, potential flooding, and settlement due to the Works;</li><li>• Traffic impact, access, parking spaces, pedestrian safety, and adverse effects on local businesses;</li><li>• Effects on human health - airborne emissions, dust, vibration, noise exposure, stress, rat infestation, electromagnetic radiation, and radon gas emissions;</li><li>• Architectural design of the Park and the Station;</li><li>• Community gain /Community Fund provision.</li></ul> <p>I contend that observations and remedies contained herein have merit and I urge that the issues raised and remedies requested serve as the basis for formal commitments, obligations, and planning conditions that may be required of the Applicant, project sponsor and/or scheme contractor prior to, during, and after construction.</p> | <p>The services of the Independent Engineering Expert (RINA) are due to be concluded on completion of the Railway Order process (expected in 2024). The continuation of provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p> <p>As noted in response item (4) above, Appendix A5.1 presents the Outline Construction Environmental Management Plan. This document provides a framework that outlines the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout the construction phase. The contractor(s) will update the Outline CEMP to a prepare a more detailed CEMP for each specific package of works required. The detailed CEMP(s) will be provided to FCC and DCC for consultation and approval in advance of any construction works on site. In addition, TII may appoint an Employer Representative to monitor compliance with the CEMP on their behalf. This may involve the appointment of temporary or permanent specialists with appropriate skills and experience as required to implement on-site procedures and monitor construction on behalf of TII to ensure impacts do not exceed those identified in the Railway Order, i.e. competent experts in biodiversity, architecture, archaeology and cultural heritage, noise and vibration, dust, waste, soils, land, ground movements, contamination and water.</p> <p>In addition, regulatory and statutory bodies may undertake site visits to monitor compliance with legislative and regulatory requirements. A Freephone (e.g 1800) helpline service will also be maintained during the Construction Phase to deal with enquiries and concerns from the general public.</p> <p>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options, including aspects of biodiversity.</li></ul> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p> |  |



| Submission No.                                                                                                     |                   |                                                                                                                              | 077, 177, 206                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Corr Property Consultants on behalf of Eanna Coffey, Apartment 21, College Gate, Townsend Street. Ref No: ML60-A10 |                   |                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                  | General Objection | Please note page numbers not included as these vary between the three submission although the technical content is the same. | We act on behalf of the above clients who have been served with notice of the making of the above Railway Order Application. Having reviewed the drawings and documentation accompanying same, our clients have instructed us to object to the confirmation of the Metrolink Railway Order Application and all of the supporting documentation to include the proposal Railway Works and Land Requirements, the Book of Reference, the EIAR and the Natura Impact Statement on the following grounds: | TII wish to thank you for your submission and provide the following comments in response to the matters raised.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2                                                                                                                  | 1. Project Need   |                                                                                                                              | <div>1. Project Need</div> <p>As currently designed, this project is excessive and is leading to a significant overspending versus alternatives. The requirement in relation to increased use of public transport could be met in alternatives ways that would have been much less costly and at the end of the day, would have been better than the Metrolink as it is currently proposed.</p>                                                                                                       | <p>TII disagree with the statement that the project is excessive and leading to significant overspending. Chapter 03 (Background to the MetroLink Project) details the overall need for the Project, and how MetroLink will address a number of current challenges, including compact growth, sustainable mobility, enhanced regional connectivity, quality international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximising sustainability gains, strong economy supported by enterprise innovation and skills, access to quality childcare, education and health services, and strengthened rural economies and communities.</p> <p>Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the development of the proposed Project, including the consideration of alternative transport options. The options assessed included for heavy rail, light rail, Bus Rapid Transit (BRT) options in addition to combination options. The short-listed options were subject to assessment by way of a Multi-Criteria Analysis (MCA) having regard to Environment, Economy, Safety, accessibility and Social Inclusion and Integration.</p> <p>The assessment identified an Optimised Metro North as the best medium-and long-term transport project for the Greater Dublin Area for the following reasons (EIAR Chapter 7, section 7.3.2):</p> <ul style="list-style-type: none"><li>* It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (tunnelled Luas);</li><li>* It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>* It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li><li>* It delivered a connection right into the centre of the city, serving O'Connell Street and St. Stephen's Green;</li><li>* It retained the opportunity to extend Luas Cross-City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</li><li>* Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</li><li>* It could potentially extend southwards in the longer term to alleviate high travel demand on the Luas Green Line and ultimately form a compete north south metro corridor traversing both the north and south city; and,</li><li>* This option delivered the highest safety benefits when compared to other options.</li></ul> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision. The assessment finds that MetroLink is a very positive investment for the people of Ireland, in the country's journey to a low carbon and more sustainable transport network. TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order, to ensure the benefits of MetroLink can be realised as soon as possible.</p> |

| Submission No.                                                                                                     |                                                       |          | 077, 177, 206                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 3                                                                                                                  | 2. Economic Analysis of Metrolink Versus Alternatives |          | <p>2. Economic Analysis of Metrolink Versus Alternatives</p> <p>The projected total budget cost of the Metrolink Project is extremely high versus other infrastructure capital projects. Analysis is showing that alternatives would have been able to deliver a similar or higher overall benefit and at a lower cost. Therefore, the economic cost benefit analysis on the Metrolink Project should mean that the project should not be progressed in its current form.</p> | <p>Please refer to response (2) above in relation to the consideration of alternatives, the reasons that the Proposed Project was selected as the preferred option, and the economic assessments undertaken. The observation notes that "the cost of the Metrolink project is extremely high by comparison to other infrastructure projects". It is not clear which projects the observation is comparing MetroLink with. It is also unclear what analysis the observation is referring to in its statement that "Analysis is showing that alternatives would have been able to deliver a similar or higher overall benefit and at a lower cost". In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                                                                                                  | 3. Route Selection                                    |          | <p>3. Route Selection</p> <p>Even if one assumed that the Metrolink project was needed and it did stand up to economic analysis, the route chosen is flawed. Better alternative routes were available to the Designers.</p>                                                                                                                                                                                                                                                   | <p>Chapter 07 (Consideration of Alternatives) presents the decision-making process that has led to the development of the proposed Project, including the route selection process. The NTA and TII commissioned an Alignment Options Study to determine the Emerging Preferred Route (EPR) for New Metro North proposed in the Transport Strategy for the GDA. The New Metro North Alignment Options Report (TII, 2018), and all relevant appendices can be reviewed at <a href="http://www.metrolink.ie">www.metrolink.ie</a>.</p> <p>The study area was based around a corridor from Swords to Dublin City Centre via Dublin Airport, in line with the Project's objective as identified in the Transport Strategy for the GDA. The overall study area was broken into three sections, with a number of station location options proposed within. Based on the conclusions of the MCA, Option 9 was recommended as the EPR for NMN for the following primary reasons:</p> <ul style="list-style-type: none"><li>* In terms of Economy, it delivers substantially more benefits than most of the options resulting in the joint highest BCR;</li><li>* It performs among the best in terms of public transport usage i.e. boardings over 24 hours;</li><li>* It integrates better with the wider transport network with better potential for seamless interchange with other modes, particularly heavy rail in the city centre and bus in Swords, than other options considered;</li><li>* It integrates better with current Land Use Policy particularly in Ballymun and Swords; and</li><li>* In terms of Environment, while there are some impacts in terms of Landscape and Visual and Archaeology, Architecture and Cultural Heritage, these impacts can largely be mitigated (EIAR Chapter 7, Table 7-14).</li></ul> <p>Submissions made by stakeholders and the public during the Public Consultation in 2018 on the EPR were carefully analysed. Taken together with other proposed route alignment and design improvements, design responses to consultation submissions have resulted in a number of changes to the EPR leading to a Preferred Route, including alterations to the alignment which led to alternative station locations:</p> <ul style="list-style-type: none"><li>* Realignment of the EPR at Lissenhall;</li><li>* Realignment of the EPR along the R132 Swords Bypass through Swords;</li><li>* Realignment of the EPR over the M50 Motorway and to Ballymun;</li><li>* Realignment of the EPR at O'Connell Street Station; and,</li><li>* Alignment under Trinity College Dublin (TCD).</li></ul> <p>Chapter 07 also provides an outline on a station-by-station basis of alternative station locations, layout or design changes. For full details of the analysis undertaken, please refer to the MetroLink Preferred Route Design Development Report (TII, 2019), available at <a href="http://www.metrolink.ie">www.metrolink.ie</a>.</p> |

| Submission No.                                                                                                     |                                                   |          | 077, 177, 206                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                           | Section Ref.                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Corr Property Consultants on behalf of Eanna Coffey, Apartment 21, College Gate, Townsend Street. Ref No: ML60-A10 |                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5                                                                                                                  | 4. Mitigation of Impacts on the Human Environment |          | <p>4. Mitigation of Impacts on the Human Environment</p> <p>In the case of the College Gate Apartment Complex the proposed impact mitigations put forward by the Acquiring Authority are seriously flawed and inadequate. The common areas of the complex and the overall College Gate property has been severely blighted since the route for the Metrolink project was decided and it was clear that the College Gate Complex was within the preferred route for the scheme and would have to be demolished should the scheme proceed on foot of a Railway Order as submitted. It was open to the Acquiring Authority to step forward at that stage and immediately offer to fully deal comprehensively with all of the individual owners in the complex and the Owners Management Company with a comprehensive suite of measures. These would include an offer of adequate full compensation to each owner and other measures such as immediate advance payments to the Owners Management Company to upkeep the common areas. It would have been open to owners to sell at that stage to the Acquiring Authority, if they so choose.</p> <p>This has not been forthcoming from the Acquiring Authority and the complex has remained blighted and the lives of the owners severely impacted since the route for the Metrolink was chosen. Contrary to what has been stated publicly, there is nothing in law to stop the Acquiring Authority in this case doing the right thing, that being to have stepped in immediately and dealt comprehensively with a suite of measures for the College Gate Complex including a full purchase offer for owners wishing to sell and move on with their lives.</p> <p>The early negotiations optional proposal put forward by the TII is a totally unsatisfactory proposal and is deeply flawed in many respects. It is not an adequate mitigation offer. Mitigation is critical in relation to all impacts of a scheme.</p> | <p>TII understand and acknowledges the importance of residential property owners being able to plan their affairs with as much notice and certainty as possible. As part of the Land Acquisition Strategy, TII has introduced a discretionary scheme to encourage early engagement. Our intention is to enter into a pre-agreement with residential property owners to agree a baseline apartment price and other matters of compensation, which will be payable under the compensation code. This will be determined at an early date and provides a commitment from TII to agree terms, ahead of the statutory process, locking in a baseline apartment price, with an agreement to apply indexation to reflect any future uplift. The scheme will accelerate the acquisition process following an enforceable Railway Order avoiding protracted negotiations. TII advocates that residential property owners are professionally advised and as part of the process have agreed to meet all reasonable professional fees and costs. The scheme does not prejudice property owners nor are they obligated to participate. TII have appointed external property consultants to assist them with the implementation of the discretionary scheme. This also ensures that engagement with residential property owners continues and concerns can be addressed where practicable. Further details on TII's Land Acquisition Strategy can be viewed <a href="https://www.metrolink.ie">https://www.metrolink.ie</a></p>                                                                                                                                                                                                                     |
| 6                                                                                                                  | 5. Time Frames and Funding                        |          | <p>5. Time Frames and Funding</p> <p>There is a lack of clarity with regard to time frames and funding for the Metrolink Project. There is no clarity with regard to the approval process and how long this will take. While this is ongoing, the severe blight on the College Gate Complex will continue and the hardship placed on the owners and the Owners Management Company will continue. This is wrong.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order. Upon approval, the construction phase is anticipated to last approximately 9 years, with the MetroLink planned to be operational in 2035.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>The Non-Technical Summary (submitted as part of the Railway Order) outlines the Railway Order process, including how An Bord Pleanála will consider the feedback/submissions received during the statutory public consultation process. The Board has confirmed that it intends to hold an Oral Hearing for this project. The Oral Hearing is a process whereby TII and its specialists are given an opportunity to present evidence on the proposed Project and on submissions received. There is also an opportunity for The Board and parties who made submissions during the statutory consultation process to question TII and its specialists. Following this process, and based on information available to The Board, they will make a decision on the application.</p> |
| 7                                                                                                                  | 6. Oral Hearing                                   |          | <p>6. Oral Hearing</p> <p>All of the points raised above can be fully addressed at an Oral Hearing which we request be held in relation to the Metrolink project. The above is only a basic outline of some of the points that are relevant to our clients and these points will be further elaborated on and additional points raised at the Oral Hearing, as more information becomes available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Please refer to response item (6) above in relation to the Oral Hearing process. Further information is available at <a href="http://www.pleanala.ie/en-ie/oral-hearings">www.pleanala.ie/en-ie/oral-hearings</a></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Submission No.                                                                                                     |                   |          | 077, 177, 206                                                                                                                                                                                                                                             |                                                                                          |
| Organisation Name or Name of Submitter                                                                             |                   |          | Various submitters covering the above submission No's - Refer to Index                                                                                                                                                                                    |                                                                                          |
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| Item No.                                                                                                           | Section Ref.      | Page No. | Observation Statement                                                                                                                                                                                                                                     | TII Response                                                                             |
| Corr Property Consultants on behalf of Eanna Coffey, Apartment 21, College Gate, Townsend Street. Ref No: ML60-A10 |                   |          |                                                                                                                                                                                                                                                           |                                                                                          |
| 8                                                                                                                  | Closing Objection |          | <p>7. Additional Grounds of Objection</p> <p>We reserve the right to include other grounds of objection and to elaborate on the above listed grounds of objection and to tender these at the An Board Pleanála Oral Hearing which we request be held.</p> | Please refer to response item (6) and (7) above in relation to the Oral Hearing process. |

| Submission No.                                                                                                    |                                                                    |          | 078                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                            |                                                                    |          | Earl Court Management Company DAC (represented by Kavanagh Mansfield & Partners)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                          | Section Ref.                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, Earl Court Apartments, Adelaide Road |                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                                                                                                 | Part 1                                                             | 2        | <p>The route selection including horizontal alignment, vertical alignment and depth of MetroLink belowground in the area adjacent to our Clients' building, should be reviewed by NTA/TII to satisfy themselves and to ensure that:</p> <p>(a) MetroLink does not cause structural damage to the foundation system supporting our Clients' building, which comprises strip and pad foundations founded in boulder clay.</p> <p>(b) MetroLink does not cause structural damage to our Clients' building at any level.</p> <p>(c) MetroLink does not cause damage to the finishes of our Clients' building.</p> <p>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> <p>(e) We enclose a copy of a drawing EARL-WMS-ZZ-ZZ-DR-S-21209 prepared by Waterman Moylan for your information and reference. Our Clients' building is located on the south eastern side of the building, as shown by Waterman Moylan. We are showing on that drawing our clients' building.</p> | <p>Thank you for the provision of additional drawings on your building. These drawings confirm the assessment undertaken to date. On the MetroLink Project, the approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed going under these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impact is of construction generated ground movements and settlement on property. Table 5-2 of this report shows that the building in question (B-147) has been assessed as falling within the "Slight damage" category currently, an explanation for which can be found in Table 4-4 of the aforementioned report. Such damage if it occurs would be very minor including at worst slight cracking that might require some filling or repointing. Any damage caused as a result of the advancement of the TBM would be repaired by TII.</p> <p>The building has been classified under "Damage category 2 or below" following the Refined Phase 2a Building Damage Assessment. EIAR Appendix 5.17 specifies that all buildings that have been subject to a Phase 2a assessment will be reviewed and reassessed by the D&amp;B Contractor. This Phase 2b assessment will use refined and updated parameters available to the D&amp;B contractor as a result of progression in the development of the design and finalising his construction methodology and planning. If your building is classified at the end of the Phase 2b assessment as Damage Category 3 (Moderate) or above (or where there exists any uncertainty after the Phase 2b assessment) will be the subject of a Phase 3 assessment by the D&amp;B Contractor.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> |
| 2                                                                                                                 | Part 2 (Construction Information) & Part 3 (Operation Information) | 3        | <p>We note that Drawing No. ML1-JAI-EIA-ROUT-XX-DR-Y-13038 (a copy is attached to this submission) does not identify any potential receivers in the area of our Clients' building, therefore essentially ignoring potential damage to our Clients' building.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 presents the receptors considered in the assessment of airborne noise during construction works at the overground sites, where the closest receptors are modelled.</p> <p>According to Chapter 13 Airborne Noise &amp; Vibration, 13.2.3.1 Study Area Construction Phase from an airborne noise and vibration point of view, the key study areas during the Construction Phase include all surrounding sensitive environments to surface construction compounds. Depending on the sources in question and the local area under consideration, the study area extends out to between 50m from construction works to 300m from construction works. The building is located outside the 20 dBLamax contour line for the closest compound as a result no significant impact in terms of Airborne Noise and Vibration is expected on this building as a result of Metrolink works.</p> <p>Please note that there will be no damage caused to this building arising from noise &amp; vibration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3                                                                                                                 | Part 2 - Construction Information                                  | 3        | <p>a) MetroLink has assessed the "Ground Borne Noise from Tunnel Boring Machine" and presents its findings on Drawing No. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our Clients' building, which is unacceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Appendix 14.5 Ground Borne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise during TBM passage for the Earl Court Apartments is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting potential for impacts on the buildings occupants for the limited duration of TBM passage (less than 2 weeks). Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source, but noting that the duration of this impact will be in the order of up to two weeks as the TBM passes. TII will liaise with Earl Court Management Company DAC to ensure the timing of these impacts are known.</p> <p>The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>- Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6, Airborne Noise &amp; Groundborne Noise Mitigation Policy).</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                    |                                         |          | 078                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Organisation Name or Name of Submitter                                                                            |                                         |          | Earl Court Management Company DAC (represented by Kavanagh Mansfield & Partners)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Item No.                                                                                                          | Section Ref.                            | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, Earl Court Apartments, Adelaide Road |                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4                                                                                                                 | Part 2 - Construction Information       | 3        | b) MetroLink has assessed the predicted " <i>Settlement</i> " and presents its findings on Drawing No. ML1-JAI-EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). The deflexion drawing shows settlement between 1 and 45mm occurring underneath our Clients' building. Their building is a conventional masonry and concrete building, which will find it difficult to absorb such a high level of differential settlement. It is also close to the adjoining Cadenza Building which was constructed beside and below their building. This movement cannot be accommodated by the building's structure and could cause damage to foundations, basement, superstructure, facade and internal finishes. | Please refer to response (1). The settlement contours calculated were used to undertake the building damage assessment and conclude a slight damage category. The damage categories are described in section 4.3.2 of the EIAR Appendix A 5.17, Building Damage Report. The Phase 2a assessment will be confirmed by the contractor during further future assessment. TII will undertake any repairs required caused by the construction of the MetroLink. Pre and Post condition surveys will be undertaken to verify.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 5                                                                                                                 | Part 3 - Operational Information        | 3        | a) MetroLink has assessed the " <i>Groundborne Noise from Operation</i> " and presented its findings on Drawing No. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our Clients' building which is unacceptable.                                                                                                                                                                                                                                                                                                                                                                      | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. For Earl Court Apartments building, the prediction of groundborne noise and vibration during railway operation are as follows:<br>- The predicted level of groundborne noise during the railway operation for Earl Court Apartments building is 35 dB LASmax, which is below the 40 dB LASmax threshold.<br>- The predicted level of groundborne vibration during the railway operation for Earl Court Apartments building is 0.01 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.<br>As a result, we consider that no significant impact is expected on the building as a result of Metrolink operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6                                                                                                                 | Part 4 - Acquisition of substratum land | 3        | MetroLink has proposed to acquire the substratum land located under our Clients' building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01097 (a copy is attached to this submission). This is unacceptable to our Client, as the future potential to develop this prominent site in the Future will be damaged.                                                                                                                                                                                                                                                                                                                                                                                       | TII note your concerns about the potential impact of MetroLink Project on future potential development of your site. The acquisition of substratum land beneath the Earl Court Management Company DAC building is to enable the construction of the Metrolink tunnel.<br><br>The tunnels are designed and constructed to support future imposed loads. 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.<br>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.<br><br>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.<br><br>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. |
| 7                                                                                                                 | Summary Conclusion                      | 3        | In summary, our Client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our Clients' building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                                                                                                                                                                                                                                                                                                                                                                                                     | TII do not intend to alter the horizontal alignment as the building damage assessments undertaken support the validity of the alignment. Refer to Item 1 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



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| Submission No.                                                                                                                                                                                                                                        |                                                                               |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                               |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| 1                                                                                                                                                                                                                                                     | Introduction (page 1 and 2 of John Spain Associates submission)               | 2&3      | <p>Our client, Earldev Properties Unlimited Company, welcomes the opportunity to make a submission on the Railway Order for the MetroLink line.</p> <p>Our client has a number of observations and concerns in relation to impact of the proposed Railway Order and the MetroLink project on its above property.</p> <p>Our client is also aware that a separate submission may be made by the tenant of the subject building, Arthur Cox Solicitors and a submission will also be made by the adjoining landowner.</p> <p>Our client also wishes to request that an Oral Hearing is held in respect of the Railway Order application so that the points raised within this submission can be further clarified and addressed at the hearing for the benefit of all parties. The proposal is of both national and local significance and accordingly warrants an Oral Hearing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Thank you for the submission and request for Oral Hearing. We have reviewed the submission and provided response for the observations/ concerns raised in detail below.</p> <p>An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. The Board has confirmed that it intends to hold an Oral Hearing for this project.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 2                                                                                                                                                                                                                                                     | Site and Impacts on Metrolink (page 3 of John Spain Associates submission)    | 3        | <p>However, our client has serious concerns in relation to the identified noise and associated disruption contained within the Railway Order documentation. A “Very High Adverse (significant)1 residual impact is identified to a neighbouring building (20 Earlsfort Terrace). Whilst this impact is noted as being short term, there is no clarity or estimate provided beyond this in relation to the duration of the works due to take place in the vicinity of our client’s property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>TII note your concerns in relation to the noise and vibration related potential impacts on your property.</p> <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project, with the results for 10 Earlsfort Terrace summarised below:</p> <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during TBM passage at surface level is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on the buildings occupants for the short duration of the TBMs passage which is estimated to be 2- weeks. This means that the noise will be audible within the building during the short period that the TBM progresses. However, there is no potential for any permanent damage to the building resulting from this activity.</li><li>• The predicted level of groundborne vibration during TBM passage is 0.269 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.6 ms-1.75, resulting in a not significant impact on the building.</li></ul> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from TBMs at source. TII will liaise with Earldev Properties Unlimited Company to ensure the timing of these impacts are known. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6).</li></ul> |  |
| 3                                                                                                                                                                                                                                                     | Engineering Considerations (page 4 and 5 of John Spain Associates submission) | 5&6      | <p>The potential damage to the facades is further set out in the Arup Facades Report which notes “<i>the baseline for anticipated damage has been established as a masonry clad buildingfrom 1977. There does not appear to be any consideration for how a modern glass clad building will react to the proposed differential settlements</i>” .</p> <p>In considering how the subject building may be impacts, Arup Facades note:</p> <p><i>“Modern facades such as those installed on the Arthur Cox-ETHS Building are carefully designed to accommodate project specific building movements. The anticipated structural movements &amp; tolerances for the primary structural frame are defined by the structural engineer. The environmental loading associated with the anticipated wind loading and thermal expansion are defined for the proposed cladding systems. The cladding systems are bespoke to the building and designed to accommodate a defined set of movement criteria. The facade systems and associated bracketry are then detailed to accommodate those defined movements such that the cladding can perform over its design life as these loads are applied. The accommodation of the floor slab movements resulting from changing occupancies for example.</i></p> <p>The anticipated additional differential settlement, resulting from the installation of Metrolink has, as detailed in the report the potential to work loose pointing and cause racking of doors and windows within their frames such that they may stick, when considered for a masonry clad building.</p> | <p>This response here also relates to Item 46 and others below.</p> <p>TII are satisfied that the approach adopted to date for assessment of building damage follows an industry standard approach undertaken on tunnelling and underground projects around the world including on the Channel Tunnel Rail Link and Crossrail in London, the Dublin Port Tunnel and currently on HS 2 in England, and therefore that further assessment does not need to be delivered prior to the proposed Project being consented.</p> <p>The purpose of the Stage 1 and Stage 2a assessments has been to provide/ensure confidence that the Works will not induce unacceptable damage to buildings/structures along the Route. The primary objective has been to confirm that the structural integrity of each building/structure will not be compromised by the Works.</p> <p>Ancillary features in each building/structure, which themselves do not contribute to the structural integrity of the building/structure, are considered in the subsequent Phase 3 assessment. The D&amp;B Contractor is responsible to further investigate the sensitivities of each building/structure to identify those elements within the building/structure curtilage that may not contribute to the structural integrity of the building/structure itself, but will most likely in themselves be sensitive to the excavation and construction processes.</p> <p>In each instance, engaging with the building/structure owner (or their delegated representative) the D&amp;B Contractor will be responsible for identifying further mitigations that will further reduce the potential for damage if needed. These mitigations might relate directly to the excavation and construction processes (at source measures), or they might relate to a direct protection of the non-structural elements for which damage related concern remain.</p>                                                                                                                                                                        |  |

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| Submission No.                                                                                                                                                                                                                                        |                                                                               |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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|                                                                                                                                                                                                                                                       |                                                                               |          | <p>We would have a concern that when this level of potential damage is extrapolated to suit a modern office development that there are additional areas of potential damage to consider such as:</p> <ul style="list-style-type: none"><li>• Short term (During the construction of Metrolink) - Damage to glass; damage to stone cladding - Caused from unanticipated differential settlement exceeding current allowances</li><li>• Long term (Design life of cladding) - Damage to glass; damage to stone cladding -Caused by the differential settlement cause from the construction of Metrolink reducing the existing movement accommodation of the installed systems.</li></ul> <p>The differential settlement of this building will have to be carefully monitored and the risk of damage in both the short and long term assessed based on the movements recorded to determine the full impact and risk of damage over the design life of the cladding. "</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>TII are however confident that mitigation to the building itself will not be required.</p> <p>It should be noted that Phase-2a assessment has been carried out with very conservative assumptions with regard to the tunnelling volume loss value (1%) ignoring the beneficial effect that the tunnel face is entirely within the rock strata. This building has been identified as a 'special' building and will be subject to a detailed assessment (Phase-3 assessment) and appropriate control measures will be implemented to protect the building. The Phase-3 assessment will utilize the site specific ground model, particularly considering that the tunnel face is fully in the rock strata in this area.</p> <p>If, based on the detailed Phase-3 assessment, the impacts are still deemed to be unacceptable to items such as building cladding or basement waterproofing (or any other ancillary features) further mitigation measures would then be assessed and implemented. For example enhanced control the TBM slurry pressure in this zone would further reduce face loss and hence impacts. This process has been used successfully across major projects elsewhere with buildings of similar cladding and basement detailing.</p>                                                                                                                                                                                                                                           |  |
| 4                                                                                                                                                                                                                                                     | Engineering Considerations (page 5 and 6 of John Spain Associates submission) | 6&7      | <p>AGL further raise concerns in relation to the assessment of building damage contained within the EIAR in relation to the subject site, stating: <i>“Although the BDR states that the detailed Phase 2b and Phase 3 building damage assessments will be carried out by the detailed designer for the D&amp;B Contractor prior to construction, we would note that there are significant limitations to the Phase 2a preliminary assessment that has been carried out for the Arthur Cox Building in the EIAR, i.e.:</i></p> <ul style="list-style-type: none"><li>• <i>The assessment is based on the response of the building to greenfield settlements that could occur at ground level assuming that the building foundations can articulate (bend) to the curvature of the settlement profile at that level.</i></li><li>• <i>In reality the response of the Arthur Cox building will be determined by the distribution of settlements at basement level, specifically the at the underside of the floor slab, which is 8.5m below street level.”</i></li></ul> <p>Given the low clearance between the tunnel and building sub structure, which is compounded if the upward or horizontal deviations are utilised (set out in the accompanying reports), further consideration of the potential impacts on the subject building are necessary having regard to the AGL Report:</p> <p>“The Wider Effects Report (WER) in Appendix A5.19 to Ch. 5 in Volume 5 of the EIAR identifies constraints to the application of the Limits of Deviation (i.e. where changes to the tunnel alignment are not permitted), and it also includes a screening assessment to identify possible impacts to the application of the LoD (i.e. where changes in the alignment could have an impact on the assessment outcomes in the EIAR). It is significant to note that:</p> <ul style="list-style-type: none"><li>• The Arthur Cox Building has not been identified as a constraint to the application of the vertical alignment of the tunnel, despite the potential proximity of the perimeter load-bearing piles to the tunnel crown; and</li><li>• No potential for significant additional impact on settlement or building damage has been identified if the LoD are applied to move the tunnel alignment upwards or downwards.</li></ul> <p>These are significant omissions to the EIAR assessment of building damage, particularly for the Arthur Cox Building. "</p> | <p>TII confirm that the Phase-2a assessment does consider the greenfield settlements and the lateral ground movements at the formation level of the basement (underside of the basement slab) in the Damage Category Assessment and not at ground level.</p> <p>Please also see response to Item 3.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> <p>There are no omissions to the EIAR assessment approach, the approach adopted is industry standard and designed to ensure that impacts are managed to protect 3rd parties.</p> |  |
| 5                                                                                                                                                                                                                                                     | Engineering Considerations (page 6 of John Spain Associates submission)       | 7        | <p>It is respectfully submitted to An Bord Pleanala, that based on the submitted Railway Order documentation, the subject property stands to be significantly impacted by the proposal and that the submitted assessments may be insufficient to provide an accurate assessment of the predicted and residual impacts. Having regard to the foregoing it is respectfully requested that the applicant undertakes additional assessment to quantify the impacts of the Metrolink and explore option to reduce the residual impacts to not significant.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Please refer to Item 3.</p> <p>In EIAR Appendix A 5.17 Building Damage Report Table 5.2 the Arthur Cox Building assessments to date indicate that the building falls into the Slight damage category and hence further assessment is not required at this stage. However, the building has been classified as 'special' building, and hence a further assessment (Phase 3) will be undertaken at detailed design phase. This further assessment will pick up on the building's condition close to the time when the building will be impacted, and this additional assessment will refine the impacts of the Metrolink and explore options to mitigate and/or reduce the residual impacts. Residual impacts will not be significant as noted here.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                                                                                                                                        |                                                                                                         |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 6                                                                                                                                                                                                                                                     | Settlement and Building Damage (page 6 of John Spain Associates submission)                             | 7        | As set out in the Punch Consulting Engineers Report, it was stated by TII that <i>“no structural impact has been predicted to occur to this building resulting from the construction works based on a preliminary damage assessment”</i> . This however conflicts with the Building Damage Report which does identify impacts. This should be clarified. It is however noted that as set out below, updates to the Building Damage Report to reflect the constructed building should be undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The building damage assessment has estimated "Slight" damage currently. Table 4-3 Classifies building damage <i>"Slight"</i> as <i>"Cracks easily filled"</i> . Slight damage does not constitute structural impact and hence the statement is correct.<br><br>Please refer to Item 3 with regard to further refined assessment of impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 7                                                                                                                                                                                                                                                     | Settlement and Building Damage (page 6 and 7 of John Spain Associates submission)                       | 7&8      | In relation to settlement and associated building damage, the following additional information is sought (extract of AGL Report recommendations): <ul style="list-style-type: none"><li>• <i>“The Phase 2a assessment in the BDR [Building Damage Report] should be updated to assess the potential damage that could occur to the building for the greenfield settlements at underside of the basement floor slab;</i></li><li>• <i>The assessment should take into account the potential impact of raising the tunnel profile within the LoD;</i></li><li>• <i>The BDR should identify the Arthur Cox building as a Special Structure on the list in Appendix B-2 due to the basement, which is greater than 4.0m deep (i.e. a Case B Special Structure in accordance with Section 4. 1 of the BDR);</i></li><li>• <i>The BDR should also identify the specific structural characteristics of the basement and perimeter secant pile wall in determining the sensitivity of the structure to tunnel- induced settlements;</i></li><li>• <i>The Wider Effects Report (WER) should identify that raising or lowering the tunnel profile within the LoD could have an impact on the tunnel-induced settlements and building damage assessment in the EIAR;</i></li><li>• <i>We would strongly recommend that the Arthur Cox building should be added to the list of constraints in Section 1.4 of the WER to identify that there is no scope to raise the vertical profile of the tunnel within the LoD either from the specimen design level, or above a level at which there is a risk of negligible damage to the building, whichever is lower, "</i></li></ul> | With regard to the specific points noted requiring additional information:<br>1. Refer to Items 3 and 4.<br>2. Refer to Items 3 and 4.<br>3. The Arthur Cox Building is identified in Appendix 5.17 as a Special Structure and hence further assessment will be undertaken.<br>4. The building together with its basement has been assessed at Phase 2a. Phase 3 assessment will further assess all aspects of the structure together with ancillary items and incorporate the existing condition to verify sensitivity.<br>5. Refer to Items 3 and 4. However please note that TII can commit not to raise the alignment of the tunnel at this location.<br>6. Refer to Items 3 and 4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 8                                                                                                                                                                                                                                                     | Settlement and Building Damage (page 7 of John Spain Associates submission)                             | 8        | The following limitations in the submitted documentation are identified by AGL, which should be addressed in revised documentation:<br><i>“We also note the following limitations to the information presented in the EIAR that make it difficult to carry out an independent assessment of the settlement and building damage due to tunnelling:</i> <ul style="list-style-type: none"><li>• <i>The ground investigation information has not been included in the appendices to Chapter 20 - Soils &amp; Geology, so it is not possible to verify the interpreted geological cross sections (Appendix A20.9);</i></li><li>• <i>Not all of the site investigation points on the SI location plans (Figure 20.6) have been included on the interpreted geological cross sections, and most of the SI data shown on the sections does not extend down to the tunnel horizon;</i></li><li>• <i>The tunnel alignment drawings do not show the chainage along the centreline of the tunnel, which makes it difficult to identify the location of the building;</i></li><li>• <i>Most of the alignment plan drawings, including the drawings showing settlement contours (Figure 20.16), are out of date and do not show the current layout and extent of the Arthur Cox building which was completed in 2017."</i></li></ul>                                                                                                                                                                                                                                                                                                                                           | TII would respond to the points raised as follows: <ul style="list-style-type: none"><li>• TII Engineers have interpreted the geological cross sections from the site investigations performed on behalf of MetroLink project. This voluminous technical data derived from the various ground condition site investigations is not included nor required in the EIAR.</li><li>• The collation of ground information will continue to progress post the grant of the Railway Order. The geological cross section in Appendix 20.9 were prepared prior to completion of the latest stages of Ground Investigation (GI) and will be updated incorporating any subsequent investigations commissioned by the contractor.</li><li>• The location of Arthur Cox building can be identified on the following RO drawings: drawing no. ML-LN O-Q18: MetroLink - Alignment, Long Section 18, drawing no. ML-RO 306 D-E: MetroLink - General Arrangement, St. Stephen's Green to Hatch St. Lower and drawing no. ML-RO 306 E-O: MetroLink - General Arrangement, Hatch Street Lower to Grande Parade.</li><li>• The assessments undertaken relate to the new building and the detailed information provided to TII in 2019. This included the bkd planning drawings and an inspection undertaken by ORS of the property (including the basements). This will be refreshed for the Phase 3 assessment.</li></ul> |  |
| 9                                                                                                                                                                                                                                                     | Settlement and Building Damage (page 7 of John Spain Associates submission)                             | 8        | Potential further mitigations should be explored, as set out in the Punch Consulting Engineers Report:<br>"TII look to re-routing the proposed tunnel out onto the street of Earlsfort Terrace itself or drop the proposed tunnel level where building damage will not be a significant issue to this unique site along the proposed Metrolink route."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Please refer to Item 3, 4 and 7. An alteration of the horizontal alignment is not considered necessary and would introduce significant track alignment and operational constraints due to the proximity to the Charlemont station. A lowering of the tunnel alignment in this area within the bounds permissible by the limits of deviation may be feasible subject to more detailed engineering analysis.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 10                                                                                                                                                                                                                                                    | Construction and Operational Impacts on Building (page 7 of John Spain Associates submission)           | 8        | As set out in the Punch Consulting Engineers Report, the following information on building condition surveys are sought:<br><i>“Confirmation required on Condition Survey form and frequency prior and during the construction stage of the proposed Metrolink Tunnel Confirmation required on Condition Survey form and frequency during the operation stage of the proposed Metrolink Tunnel"</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | All surveys, monitoring and mitigation proposals for your property will be discussed and agreed with you. TII will employ Professionally Qualified Engineers / Surveyors with the appropriate expertise to undertake the pre and post condition surveys and you are welcome to observe the surveys being undertaken of their property. Initials surveys will be undertaken to educate the Phase 3 assessments discussed under Item 3 and 4. Close out surveys will be undertaken once TII can demonstrate that ground movements have ceased.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 11                                                                                                                                                                                                                                                    | Construction and Operational Impacts on Building Occupants (page 8 of John Spain Associates submission) | 9        | As set out in the Punch Consulting Engineers Report, site specific assessments are required in relation to noise and vibration impacts, having regard to the as built structure. This is necessary in order to fully evaluate such potential and post mitigation residual impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The assessment presented in Chapter 14 Groundborne Noise and Vibration includes threshold levels for vibration in terms of human response in buildings. These are much more sensitive than levels of vibration that would results in any building damage. As the predicted level of vibration at the building is below the assessment threshold for human response there is a very low risk of building damage as a result of noise or vibration from construction works at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

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| Submission No.                                                                                                                                                                                                                                        |                                                                                                                                                              |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                                                                                              |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                                                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 12                                                                                                                                                                                                                                                    | Asset Protection Policy (page 8 of John Spain Associates submission)                                                                                         | 9        | In relation to the imposition of limitations on development in proximity to the tunnel, the TII referenced Asset Protection Policy is requested. It is essential as part of the Railway Order application and oral hearing process that our client is provided by TII with comprehensive information in a timely manner so that our client can gain a full understanding of the likely restrictions on future development of their asset. As noted in this submission, the existing building has been designed to accommodate additional floors in the constructed structural elements. Full redevelopment of the site for high rise development may also be considered in the future. Imposed limitations by the Metrolink would have a considerable impact on the value of our client's asset.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The tunnels are designed and constructed to support future imposed loads.</p> <p>TII is working on an MetroLink Guidance Note for Developers that will be the subject of bye-laws following the grant of Railway Order. It has not published that in advance because it would have to be in broad terms that deal with the current RO proposal and any contingencies that might arise from the Board seeking revised designs or new conditionality.</p> <p>Instead, TII's approach to date has to provide comments on design proposals brought forward by developers in advance of them being submitted for planning permission. 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. It is not anticipated that MetroLink will have a material impact on the development potential of sites above and in proximity to the alignment.</p> <p><u>For information, TII note the following observations:</u></p> <p>The site is zoned Z9 - Employment / Enterprise in the Dublin City Development Plan 2022-2028. This zoning permits intensive employment generating development in principle, subject to consideration of the surrounding context and compliance with a range of statutory development management standards set out in the plan.</p> <p>The site has been developed on foot of planning permissions lodged in 2008 and 2014. The maximum height of the building was set as 7 storeys by way of condition (by An Bord Pleanála).</p> <p>The development carried out would appear to be in the range of the maximum development potential on current development standards, although it may be possible to attain a higher insitu development should standards change or the scale of surrounding development also increase.</p>                    |  |
| 13                                                                                                                                                                                                                                                    | Specific Assessment and Limitations in relation to 13 & 14 Earlsfort Terrace, Punch Consulting Engineers Report (page 8 of John Spain Associates submission) | 8&9      | <p>As set out in the Punch Consulting Engineers Report:</p> <p>1. 13 and 14 Earlsfort Terrace requires individual attention from TII as a standalone unique structure in the design of the proposed Metrolink Tunnel.</p> <p>2. An assessment of the proposed Metrolink in relation to the close proximity of the basements structure and secant piled wall.</p> <p>3. Independent settlement, noise and vibration assessments should be undertaken on the actual building (basement, superstructure and facades) in the design of the proposed Metrolink Tunnel.Category 3 independent checking to be undertaken as a minimum checking process.</p> <p>4. Confirmation any anticipated negative impacts on the building and its tenants at 13 and 14 Earlsfort Terrace, Dublin 2 during the construction phase of the proposed Metrolink.</p> <p>5. Confirmation any anticipated negative impacts on the building and its tenants at 13 and 14 Earlsfort Terrace, Dublin 2 during the operational phase of the proposed Metrolink.</p> <p>6. There is no evidence of undertakings to confirm the quality of the rock at the tunnel level. We request that geophysical surveys are carried out on the rock at tunnel level from the existing basement. 2d Resistivity and Seismic Refraction surveys are suggested to determine the rock mass characteristics.</p> <p>7. A limit of upward deviation be applied at 13 and 14 Earlsfort Terrace to protect the existing structure, should the tunnel design be fully validated by TII at this level where no building will occur with the construction of the proposed Metrolink.</p> | <p>With regard to the Punch Consulting Engineers Report:</p> <p>1. Please refer to Items 3, 4 and 7.</p> <p>2. Refer to Items 3, 4 and 7.</p> <p>3. It is agreed that Cat 3 checking will be undertaken.</p> <p>3. The EIAR as submitted has detailed the impacts on the building and its tenants both during construction and operation of the MetroLink.</p> <p>4. Construction Phase Impacts</p> <p>Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project, with the results for 10 Earlsfort Terrace summarised below:</p> <p>- The predicted level of groundborne noise during TBM passage is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on the buildings occupants for the short duration of the TBMs passage which is estimated to be 2-weeks.</p> <p>- The predicted level of groundborne vibration during TBM passage is 0.269 ms-1.75, which is lower than the VDV Threshold Level of 1.6 ms-1.75, resulting in a not significant impact on the building.</p> <p>- Predicted ground movement and building damage impacts are included with EIAR Appendix 5.17 and discussed in Item 4 above.</p> <p>5. Operational Phase Impacts</p> <p>- The predicted level of groundborne noise railway operation is 36 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the buildings occupants.</p> <p>- The predicted level of groundborne vibration during operation is 0.001 ms-1.75, which is much lower than the VDV Threshold Level of 0.8 ms-1.75, resulting in a not significant impact on the building.</p> <p>6. Appropriate ground investigation will be undertaken by the Contractor to verify design assumptions with regard to the tunnelling operation and in respect of its impact on the surrounding environment.</p> <p>7. Please refer to Items 3 and 4.</p> |  |



| Submission No.                                                                                                                                                                                                                                        |                                                                                                                                                             |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                                                                                             |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                                                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 14                                                                                                                                                                                                                                                    | Specific Assessment and Limitations in relation to 13 & 14 Earlsfort Terrace, AGL Report recommendations (page 8 and 9 of John Spain Associates submission) | 9&10     | As set out in the AGL Report recommendations:<br><br><i>Prior to construction a detailed Phase 3 assessment should be carried out to confirm that there will be a negligible risk of damage to the building during construction. The assessment methodology should be sufficiently detailed and comprehensive take into account:</i> <ul style="list-style-type: none"><li><i>• the estimated ground movements at the level of the basement and perimeter secant pile wall;</i></li><li><i>• the specific structural characteristics of the building, basement, foundations and perimeter secant pile wall; and</i></li><li><i>• The soil-structure interaction between the building and the ground.</i></li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Please refer to Items 3 and 4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 15                                                                                                                                                                                                                                                    | Structural and Condition Surveys (page 9 of John Spain Associates submission)                                                                               | 10       | As set out in the Punch Consulting Engineers Report, condition surveys are expected to be undertaken prior to and during construction works.<br><i>ii) In the Damage Assessment Report of Building document, it places the Arthur Cox Building (B-238) in Damage Category B. This conflicts with TII initial response, which states no structural impact has been predicted. This needs to be fully clarified by TII. No damage to the building will be tolerated by our client</i><br><i>iii) Visual condition surveys of the building are expected prior to and during construction works.</i><br><i>There must be photographic condition surveys carried out by professional independent parties procured TII/Main Contractor to ensure any potential damage to the building is accurately recorded.</i><br><i>iv) We request this information as soon as possible to ensure the integrity of the building is maintained during the construction phase of the works.</i><br><i>v) We request TII to confirm when guidelines regarding the process for remediation will be released, should remediation be required. It is our understanding these guidelines are under development by TII based on information from https://www.metrolinkro.ie/ . We reiterate that damage to the building cannot be accepted but we need to understand the guidelines nonetheless."</i> | Please refer to Items 3, 4, 6, 7, 8, 9, 10 and 12 above.<br><br>TII note the party's request for remedial measure however please note the following in relation to potential damage to commerical buildings.<br><br>TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. However to protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred. TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Where property damage is confirmed to have been caused by MetroLink works the property concerned will have recourse to MetroLink project insurances. |  |
| 16                                                                                                                                                                                                                                                    | Provision for Future Building Loading (page 9 of John Spain Associates submission)                                                                          | 10       | In relation to the development potential of the site, a condition requiring the tunnel design to cater for additional floors on the subject development (as set out in the Punch Consulting Engineers Report) is requested:<br><i>The tunnel design shall cater for the provision of additional floors to the Arthur Cox building</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The provision of additional floors to the Arthur Cox building is not compromised by MetroLink as the tunnels design will allow oversite development subject to some requirements, including full engagement with TII by the future designers of the proposed building alterations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 17                                                                                                                                                                                                                                                    | Land use zoning (page 10 of John Spain Associates submission)                                                                                               | 11       | The existing site is occupied by a significant office building, and is therefore achieving the zoning objective for the site. As the office building is operational and occupied, it is important that any proposed construction works under the building are minimally disruptive.<br><br>A small portion of the site, has a Z8 zoning objective <i>"To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective. "</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII proposals do not impact on the architectural and civic character and will be constructed so as to minimise impacts so far as is reasonably practicable. All impacts have been assessed in the EIAR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 18                                                                                                                                                                                                                                                    | Shape and Structure of the City (page 10 of John Spain Associates submission)                                                                               | 11       | The 15 minute city is also mentioned. It is noted that the proposed metro will assist in the achievement of these objectives, particularly as sustainable travel relates to compact growth and the 15 minute city. Our client would however request that the predicted significant adverse impacts during the short term are fully mitigated to the maximum extent feasible, in order to ensure the site is protected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The EIAR presents any potential imapcts arising at this site. TII will seek to minimise impacts so far as is reasonably practicle in line with the proposed mitigation strategies outlined in the EIAR .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 19                                                                                                                                                                                                                                                    | Sustainable Movement and Transport (page 11 of John Spain Associates submission)                                                                            | 12       | Our client acknowledges the importance of sustainable travel in the delivery of compact growth, however, would request that the Board has regard to the specific requirements of the existing office building and existing occupiers in this location, and the need to ensure our client's tenants are not unduly affected by the proposed construction works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Refer to Item 2 above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                                                                                                                                        |                                                                          |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                             | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                      |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                   |  |
| 20                                                                                                                                                                                                                                                    | Development Potential (page 11 of John Spain Associates submission)      | 12       | This development potential should be allowed for in the design of the tunnel so as not to restrict such future development. It is not clear what future restrictions may be placed on development above the metro tunnel, and it is important that this should be clarified at this stage, as it is a material consideration in assessing the submitted proposal, to understand impacts on economic development and infrastructure over and proximate the metro line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Refer to Item 12 above.                                                                                                                                                                                                                                                                                                                                           |  |
| 21                                                                                                                                                                                                                                                    | Development Potential (page 11 of John Spain Associates submission)      | 12       | As noted further in the Appendix 1, it is understood that TII is currently developing an Asset Protection Policy outlining the constraints on future developments in proximity to the MetroLink works, including developments above the tunnel alignment. It is essential this Policy is provided to affected property owners in ample time before the Oral Hearing so that they may adequately assess the potential impact of the Policy and the MetroLink project on their properties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Refer to Item 12 above                                                                                                                                                                                                                                                                                                                                            |  |
| 22                                                                                                                                                                                                                                                    | Concluding Comments (page 11 of John Spain Associates submission)        | 12       | It is respectfully submitted to An Bord Pleanala, that based on the submitted Railway Order documentation, the subject property stands to be significantly impacted by the proposal and that the submitted assessments may be insufficient to provide an accurate assessment of the predicted and residual impacts. Having regard to the foregoing it is respectfully requested that the applicant undertake additional assessment to quantify the impacts of the Metrolink and explore option to reduce the residual impacts to not significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | See response to item 2 and 3.                                                                                                                                                                                                                                                                                                                                     |  |
| 23                                                                                                                                                                                                                                                    | Concluding Comments (page 11 and 12 of John Spain Associates submission) | 12&13    | <p>Our client acknowledges that a scheme of this scale will result in impacts however these should be carefully managed and mitigated to minimise the effects on the surrounding landholdings. While our client is currently assessing the impact of these issues on the subject property, due to the lack or unavailability of key information from TII at this stage this exercise is ongoing and our client is not yet in a position to ascertain all immediate and future impacts on its property due the proposed Railway Order and MetroLink project.</p> <p>We must therefore reserve all of our client's rights in relation to the issues that might arise at a later point in respect of the MetroLink project and our client reserves the right to raise additional issues and/or elaborate further on the above issues as necessary should the Board decide to hold an oral hearing or require any clarification and would welcome any responses from the applicant. Our client also reserves the right to maximise the development potential above and below ground of the lands in question.</p> | TII note these comments, reiterate that all impacts have been assessed and presented in the EIAR. TII are happy to engage further with EPUC regarding any residual concerns.                                                                                                                                                                                      |  |
| 24                                                                                                                                                                                                                                                    | Concluding Comments (page 12 of John Spain Associates submission)        | 13       | Punch Consulting Engineers have identified a number of very important matters relating to the implementation and construction of the Scheme which pose a significant threat to the structural integrity of the buildings during the construction phase. Until these concerns are satisfactorily addressed, the value of the Earldevs asset will also be materially affected and until these matters are addressed, or the Scheme completed, Earldev are not in a position to realise the full value of their asset in the marketplace. Whilst this impact on the value of the property may only be of a temporary nature, the Board has a responsibility to ensure that this period of value sterilisation is kept to a minimum. We would respectfully request that the Board does not approve the Scheme and the Railway Order, until such time as the Board is satisfied that the acquiring Authority has the necessary funds to commence and complete the Scheme expeditiously if the Railway Order is confirmed.                                                                                          | The request to withhold approval subject to funding is not within ABP's remit.                                                                                                                                                                                                                                                                                    |  |
| 25                                                                                                                                                                                                                                                    | Concluding Comments (page 12 of John Spain Associates submission)        | 13       | The uncertainty created by approving Compulsory Purchase Orders which are not funded in advance or in an expeditious manner following the grant of a Railway Order creates difficulties for landowners, such as Earldev, which go far beyond the scope of compensation and places an unfair burden on landowners that go beyond the exigencies of the common good.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Under the Transport (Railways Infrastructure) Act 2001 (as amended) upon commencement of the Railway Order, TII will be authorised to acquire compulsorily any land or rights in, under or over land or any substratum of land specified in the Railway Order. Compulsory purchase powers will therefore only take effect following an enforceable Railway Order. |  |



| Submission No.                                                                                                                                                                                                                                        |                                                                                      |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                              |  |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                      |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                              |  |
|                                                                                                                                                                                                                                                       |                                                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                              |  |
| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                 |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                              |  |
| 26                                                                                                                                                                                                                                                    | Concluding Comments (page 12 of John Spain Associates submission)                    | 13       | <p>We request that the Board requests TII to issue the detailed information and assessments sought in this submission to our client in advance of any Oral Hearing and provide an opportunity for our client to respond to this further information and assessment.</p> <p>Furthermore, we request that the Board conditions II as part of any proposed Railway Order to satisfactorily address the concerns raised in this submission and in particular that TII ensure that an appropriate design and method statement for the works in the vicinity of the subject property is agreed with our client in advance of the works taking place. This condition is of particular importance to our client as TII has in recent weeks stated that it was not in a position to meet our client prior to the submission deadline to address its concerns.</p> <p>The assessment of compensation would not be limited to the content of this submission.</p> | <p>Plese refer to Items 2, 3 and 4.</p> <p>TII do not consider the request for a condition imposed from An Bord Pleanála to be appropriate. The detailed design and detailed method statement will be developed post an Enforceable Railwau Order being in place.</p>                        |  |
| 27                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 2 of memorandum) | 16       | <p>The Arthur Cox Building at 13 and 14 Earlsfort Terrace requires individual attention as a standalone structure from TII and would request that An Bord Pleanala condition same in any grant of the Railway Order.</p> <p>We request that An Bord Pleanala impose specific conditions in relation to this unique site and structure. We would request that specific conditions are applied to the building's basement, superstructure and facades with regards to settlement, vibration and noise.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Plese refer to Items 3 and 4.</p> <p>TII do not consider the request for a condition imposed by An Bord Pleanála to be appropriate.</p>                                                                                                                                                   |  |
| 28                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 3 of memorandum) | 17       | <p>It is noted that all drawings in the Railway Order show the old building layout which was demolished circa 2014. This is a concern as the Arthur Cox Building at 13 and 14 Earlsfort Terrace has complex and sensitive basement, pile and facade structures in relation to the proposed tunnel. We expect the Arthur Cox Building to be replaced on all relevant drawings and the correct building parameters used in the assessment of the building going forward.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The assessments undertaken relate to the new building and the detailed information provided to TII in 2019. This included the bkd planning drawings and an inspection undertaken by ORS of the property (including the basements). This will be refreshed for the Phase 3 assessment.</p> |  |
| 29                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 3 of memorandum) | 17       | <p>We wish to confirm our client requests an Oral Hearing is held in respect of the Railway Order application and again the justification for this is outlined further in this submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Thank you for the request for Oral Hearing. The oral hearing process is managed by the An Bord Pleanála. Please refer to Item 1 above.</p>                                                                                                                                                |  |
| 30                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum) | 19       | <p>a. Tunnel detail design procurement approach i.e. client design or contractor design. When is the contractor expected to be appointed?</p> <p><i>TII Response 11 th November 2022 - Transport Infrastructure Ireland (TII) applied for a Railway Order for the project on 30 September 2022. The planning process with An Bord Pleanala is likely to take 12-18 months to complete. Once an Enforceable Railway Order has been granted, main infrastructure contractors can be appointed who will develop detailed designs for the tunnel infrastructure prior to construction commencement.</i></p> <p>PUNCH Further Comments:</p> <p>i) A detailed design programme for the tunnel under The Arthur Cox Building, 13 and 14 Earlsfort Terrace is required.</p>                                                                                                                                                                                    | <p>The detailed design and construction programme (in so far as it relates to the Arthur Cox Building) will be provided once developed by the TII Contractor.</p>                                                                                                                            |  |

| Submission No.                                                                                                                                                                                                                                        |                                                                                            |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                            |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 31                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum)       | 19       | ii) If the tunnel design is by the main contractor, TII to confirm how soon after the grant of the Railway Order a Main Contractor will be appointed?                                                                                                                                                                                                                                                                                                                                                                                                                                                          | It is anticipated that the Contractor will be procured within 18 months of the grant of the RO. It should be noted it may be a further 60 months prior to the TBM being within the zone of influence of your building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 32                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum)       | 19       | iii) TII to confirm when EPUC will receive a full design package for the works?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This will be confirmed once the main contract is let but likely to be approximately 24 -30 months after the grant of the RO. TII will continued to consult with the submitter but will not furnish the submitter with the detailed design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 33                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum)       | 19       | iv) TII to confirm what information EPUC will receive prior to the Oral Hearing?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | There are no plans to issue any further information prior to the Oral Hearing apart from any clarifications issued herewith.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 34                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum)       | 19       | v) Assuming the detailed design is by the Main Contractor, TII to confirm the extent to which the Main Contractor will be required to engage with EPUC during the detailed design process?                                                                                                                                                                                                                                                                                                                                                                                                                     | The main contractor will be responsible for all design and construction. However, all designated designs will be independently checked and TII will accept the design. TII will provide the assurance to EPUC that the design and modelling, together with proposed instrumentation and monitoring is fit for purpose and will not result in impacts greater than that assessed in the EIAR. If monitoring is to be installed on or in your properties, then the methodology and timing of the installations will be agreed with EPUC together with any ongoing maintenance of the monitoring. The Contractor and TII will provide updates as required during the construction process. Additionally, condition surveys will be coordinated with EPUC including any close out condition surveys and the identification of any remedial measures needed. If required by EPUC TII will issue the Phase 3 Assessment details. Please refer also to Items 3 and 4 above. |  |
| 35                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 of memorandum)       | 19       | vi) We request that An Bord Pleanala impose specific conditions in relation to this unique site and structure. These conditions need to fully reflective in the production of tender documents for the project.                                                                                                                                                                                                                                                                                                                                                                                                | TII intend to include all necessary constraints and planning conditions in the tender documents together with all available building information to ensure that full cognisance is taken of all 3rd party buildings and infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 36                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 5 and 6 of memorandum) | 19&20    | <p>b. Confirmation of Civil and Structural Design Firm for the Metrolink tunnel under 13 and 14 Earlsfort Terrace, Dublin 2.</p> <p><i>TII Response 11 th November 2022 - Jacobs/IDOM have developed the civil and structural design to a level sufficient for a Railway Order. TII will further develop these designs to a level of detail sufficient for tendering in the next phase of the project and these designs will ultimately be developed to a detailed design for construction by the main infrastructure contractors.</i></p> <p>PUNCH Further Comments:<br/>Refer PUNCH Comments in 3c below</p> | No response required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

| Submission No.                                                                                                                                                                                                                                        |                                                                                                                                |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                                                                |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                               |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                               |
| 37                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Confirmation of Geotechnical Design Firm (page 6 of memorandum) | 20       | <p>c. Confirmation of Geotechnical Design Firm for the Metrolink tunnel under 13 and 14 Earlsfort Terrace, Dublin 2.</p> <p><i>TII Response 11 th November 2022 - Jacobs/IDOM have developed the geotechnical design to a level sufficient for a Railway Order. TII will further develop these designs to a level of detail sufficient for tendering in the next phase of the project and these designs will ultimately be developed to a detailed design for construction by the main works contractors.</i></p> <p>PUNCH Further Comments:</p> <p>i) TII indicate that the design has been "developed to a level sufficient for a Railway Order". An area of concern is around the Oral Hearing process and the lack of clarity as to precisely "what" ABP is being asked to approve in the Railway Order.</p>                       | TII is satisfied that the level of detail provided is sufficient for the purposes of An Bord Pleanála making a decision on the Railway Order in accordance with the relevant statutory provisions and policy. |
| 38                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Confirmation of Geotechnical Design Firm (page 6 of memorandum) | 20       | <p>ii) There is no commitment from TII in relation to the commencement date or duration for the proposed detailed design and construction works. This is a significant concern as this site is not a typical site along the selected route. We request a condition to confirm that our site's individual characteristics are incorporated into tender documents and a timeline for same.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           | Please refer to Items 3, 4, 30, 31 and 32 above.                                                                                                                                                              |
| 39                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Confirmation of Geotechnical Design Firm (page 6 of memorandum) | 20       | <p>iii) The lack of clarity in relation to these matters means that our client is not in a position to identify and raise issues which might potentially be caused by the proposed Metrolink works and operations.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII do not believe there is a lack of clarity as all impacts are assessed in the EIAR. If further clarification is required over and above that stated herein, TII are happy to facilitate such dialogue.     |
| 40                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 6 and 7 of memorandum)                                     | 20&21    | <p>d. Confirmation of the Technical Design Checking Process for the proposed Metrolink. It is assumed a Category 3 checking process will be undertaken by independent Civil, Structural and Geotechnical Engineers?</p> <p><i>TII Response 11 th November 2022 - All designs will be subject to checking and certification in line with international best practise prior to construction.</i></p> <p>Punch Further Comments:</p> <p>i) The response above does not answer the query and we request that the critically important Technical Design Checking Process for the works is clearly set out by TII.</p> <p>ii) Category 3 independent checking is expected as a minimum checking process. We ask TII to confirm the checking process and we request An Bord Pleanala to condition same in any grant of the Railway Order.</p> | The design checking process is to be developed by TII and will incorporate a CAT 3 checking process.                                                                                                          |

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| Submission No.                                                                                                                                                                                                                                        |                                                                                             |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 41                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 7 ato 9 of memorandum)  | 21 to 23 | <p>e. Confirmation that a full copy of the detail design package in relation to the Metrolink beneath the building be issued to Earldev Properties Unlimited Company.</p> <p><i>TII Response 11 th November 2022 - TII will provide and request any necessary information during the detail design stage as part of the stakeholder consultation process.</i></p> <p>Punch Further Comments:</p> <p>i) The response above does not answer the query in our opinion.</p> <p>ii) We would expect to see a full copy of the detailed design package which allows for an independent assessment to be carried out by EPUC as they wish. We request confirmation of timelines from TII for this package.</p> <p>iii) The design should be site specific for 13 and 14 Earlsfort Terrace and take into account the concrete frame size/depth, the loadbearing secant pile walls, the water table and diverted River Stein culvert which runs under the building. We request that An Bord Pleanala condition same.</p> <p>iv) The secant piled wall supports not only temporary lateral loads, but the permanent column loads of the building (refer to Photograph 1) . The base level of the loadbearing piles are a significant concern in relation to the proposed tunnel depth and location.</p> <p>v) The culvert of the Old River Stein originally ran through the site prior to construction of the Arthur Cox Building construction (refer to Photograph 2)</p> <p>vi) The construction of the secant piled wall required the culvert to be diverted under the new basement (refer to Figure 1) .</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>TII would welcome a meeting with EPUC to further explore the details presented here and to collate the relevant information to educate the further assessment. Specifically with regard to the points noted, TII comment:</p> <p>1. With regard to ii) TII will issue EPUC with the Phase 3 settlement assessment if required. With regard to timings please refer to Item 32.</p> <p>2. With regard to iii) Phase 3 assessments will be building specific.</p> <p>3. With regard to iv) This point is noted and will be taken into the further assessment. To facilitate this further assessment the original design details would assist if they can be made available.</p> <p>4. With regard to v) we note the comment with regard to the River Stein and TII would like to record that detailed geotechnical and hysrogeological information including the location of underground rivers have informed the development of the MetroLink design.</p> <p>5. With regard to vi) The culverted river under the basement will be taken into account and TII would like to record that detailed geotechnical and hysrogeological information including the location of underground rivers have informed the development of the MetroLink design..</p> |
| 42                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 9 and 10 of memorandum) | 23&24    | <p>f. Details of proposed condition surveys for 13 and 14 Earlsfort Terrace, both in advance of and during the construction works, along with the frequency of such surveys. Although damage to the building will not be tolerated, details to be provided of remediation process/methodology should this be required.</p> <p><i>TII Response 21 st November 2022 - As set out in the Building Damage Report (linked in response to question h), no structural impact has been predicted to occur to this building resulting from the construction works based on a preliminary damage assessment. Due to the basement depths and secant walls, this building will be subject to a further detailed structural survey and structural assessment of building response to ground movements by the Main Works Contractor prior to construction. Based on this assessment, the Main Works Contractor will propose any implementation of protection and mitigation measures and provision of building specific monitoring regime if required during the tunnelling works, including frequency of surveys as required.</i></p> <p><i>TII are in the process of drafting guidelines for regarding the process for remediation in the unlikely event of impact to commercial properties. Once this has been prepared, it will be issued publicly.</i></p> <p>PUNCH Further Comments:</p> <p>i) The response above does not answer the query in our opinion.</p> <p>ii) In the Damage Assessment Report of Building document, it places the Arthur Cox Building (B-238) in Damage Category B (Refer to Appendix A) . This conflicts with the above response, which states no structural impact has been predicted. This needs to be fully clarified by TII and request this is conditioned by An Bord Pleanala.</p> <p>iii) Visual condition surveys of the building are expected prior to and during construction works. There must be photographic condition surveys carried out by professional independent parties procured TII/Main Contractor to ensure any potential damage to the building is accurately recorded.</p> <p>iv) We request this information as soon as possible to ensure the integrity of the building is maintained during the construction phase of the works.</p> <p>v) We request TII to confirm when guidelines regarding the process for remediation will be released, should remediation be required. It is our understanding these guidelines are under development by TII based on information from https://www.metrolinkro.ie/ . We reiterate that damage to the building cannot be accepted but we need to understand the guidelines nonetheless.</p> <p>vi) The initial TII response in vague and concerning and ask An Bord Pleanala to recognise same</p> | <p>TII would respond to the points raised as follows:</p> <p>1. with regard to ii) there is no contradiction here. "Slight" damage (in EIA terminology) is predicted, this is not structural damage.</p> <p>2. with regard to point iii) TII note and agree, this is as planned.</p> <p>3. with regard to iv) TII agree that the surveys and assessment are to be undertaken in time such that the integrity of the building is maintained. This is TII's stated position.</p> <p>With regard to point v), please refer to item 15 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| Submission No.                                                                                                                                                                                                                                        |                                                                                              |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                              |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 43                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 10 and 11 of memorandum) | 24&25    | <p>g. Details of proposed condition surveys for 13 and 14 Earlsfort Terrace during the operational phase along with the frequency of the surveys and proposals of when these surveys would cease. Although damage to the building will not be tolerated, details to be provided of remediation process/methodology should this be required</p> <p><i>TII Response 21st November 2022 - As per the response to query f, TII are in the process of drafting guidelines for regarding the process for remediation in the unlikely event of impact to commercial properties. Once this has been prepared, it will be issued publicly.</i></p> <p>PUNCH Further Comments:</p> <p>i) Visual condition surveys of the building are expected prior to and during construction works. There must be photographic condition surveys carried out by professional independent parties procured TII/Main Contractor to ensure any potential damage to the building is accurately recorded.</p> <p>ii) It is expected that such condition surveys will continue post construction and through the tunnel operational stages and request that TII confirm the proposed frequency of these surveys during the operational phases of the Metrolink project</p> <p>iii) We request this information as soon as possible to ensure the integrity of the building is fully maintained during the operational phase of the works.</p> <p>iv) We request TII to confirm when guidelines regarding the process for remediation will be released, should remediation be required. It is our understanding these guidelines are under development by TII based on information from <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a> . We reiterate that damage to the building cannot be accepted but we need to understand the guidelines nonetheless.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>1. with regard to point i) please refer to Items 10, 34 and 42.</p> <p>2. with regard to point ii) condition surveys will continue until the effect of the construction has ceased, long term impacts during the operational phase are not anticipated.</p> <p>3. with regard to point iii) please refer to Items 10, 34 and 42.</p> <p>4. with regard to point iv) please refer to Items 10, 34 and 42.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 44                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 11 and 12 of memorandum) | 25&26    | <p>h. Confirmation of any predicted vertical settlement of the existing structure at 13 and 14 Earlsfort Terrace.</p> <p><i>TII Response 11th November 2022 - The predicted vertical settlement arising from the tunnelling works can be found In Appendix 5.17 (Building Damage Report) of the EIAR linked here:</i></p> <p>PUNCH Further Comments:</p> <p>i) The predicted settlement is a concern from available information on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a> . The settlement contours on Figure 20.16, sheet 29 of 30 (Refer to Appendix B), suggest settlement of 40-45mm in the calculated settlement trough. PUNCH Consulting Engineers engaged the professional services of AGL Consulting Geotechnical Engineers to assist with this submission. AGL's report issued on the 24 th November 2022 can be found in Appendix C which examines in greater detail the predicted settlement of the proposed works and their findings are equally concerning. Below are some of the extract findings from the AGL report:</p> <p><i>(a) We are concerned about the level of settlement and building damage that has been estimated to occur at the Arthur Cox Building as part of the Phase 2a building damage assessment.</i></p> <p><i>(b) The assessment is based on the response of the building to greenfield settlements that could occur at ground level assuming that the building foundations can articulate (bend) to the curvature of the settlement profile at that level. In reality the response of the Arthur Cox building will be determined by the distribution of settlements at basement level, specifically the at the underside of the floor slab, which is 8.5m below street level.</i></p> <p><i>(c) The increased depth and curvature of the settlement profile at basement level would result in a higher level of strain and damage to the structure if it was assessed using the same procedures in the BDR, possibly putting it into Damage Risk Category 3 or higher.</i></p> <p>ii) There is no evidence of undertakings to confirm the quality of the rock at the tunnel level. We request that geophysical surveys are carried out on the rock at tunnel level from the existing basement. 2d Resistivity and Seismic Refraction surveys are suggested to determine the rock mass characteristics and ask An Bord Pleanala to condition same.</p> <p>iii) If a dense rock with little fractures is encountered, this will lower the risk of potential ground movement and would verify the Ground Loss % used in the design of the tunnel.</p> <p>iv) If a dense rock with little fractures is encountered, this potentially magnifies the noise and vibration levels through our building further which is a significant concern.</p> <p>v) The distance (cover) from the soffit of basement and pile structures to the crown of the tunnel should be used to determine the differential settlement of the proposed works.</p> <p>vi) PUNCH request to review proposed positions of Settlement Monitors and Monitor types as part of the detailed design review and certainly prior to works starting on site.</p> | <p>Please refer to Items 3 and 4.</p> <p>The settlement contours shown on Figure 20.16 of Appendix B is based on Phase-1 assessment with very conservative (absolute worst case) tunnelling volume loss parameters and its purpose is to define the boundaries for the buildings for subsequent assessments. However, Phase 2a has been carried with refined (but still conservative) tunnelling volume loss parameters with the consequent reduction in the greenfield settlements (to less than 30mm). Further, the Phase 2a assessment is based on the ground movements at the formation level of the basement (underside of the basement slab) - for the Damage Categorisation.</p> <p>Phase-3 assessment will utilize the site specific ground model, particularly that the tunnel face is in rock strata in this area, which will result in significant reduction in the volume loss compared to that adopted for the Phase-2a assessment for tunnelling works - this will lead to lower damage category.</p> <p>Any additional ground probing works etc required to validate the basis of assessment will be prescribed as part of the recommendations from the Phase-3 assessment works.</p> |  |



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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| 45                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 13 and 14 of memorandum) | 27&28    | <p>i. Confirmation of predicted vibration and noise under the existing structure at 13 and 14 Earlsfort Terrace from the proposed works.<br/><i>TII Response 11 th November 2022 - The predicted groundbourne noise and vibration levels arising from the construction (and operation) proposed works can be found in Appendix 14.5 (Groundborne Noise and Vibration Blasting Modelling Results) of the EIAR linked here:</i></p> <p>PUNCH Further Comments:</p> <p>i) There is a concern in relation to the identified noise and associated disruption contained within https://www.metrolinkro.ie/. A "Very High Adverse (significant)" residual impact is identified in the documentation. This is not acceptable to us.</p> <p>ii) Whilst this impact is noted as being "short term", there is no clarity or estimate provided beyond this in relation to the duration of these works and associated negative impacts.</p> <p>iii) A further area of concern is Figure 12.2, Sheet 29 of 30, Construction Noise Assessment Locations (Refer to Appendix D) which shows there were no construction noise receivers placed on or surrounding our clients building. This is a huge concern as we cannot see how the predicted noise limits can be determined without a noise receiver on our client's building or surrounding buildings.</p> <p>iv) We request An Bord Pleanala condition an independent noise and vibration assessment of the building based on the individual site specifics and the building form itself.</p> <p>v) It is assumed that these noise levels of 50dB (refer to Appendix E) are calculated on a Phase 1 Greenfield base level. The building and its secant piles are founded in rock. The concrete frame is also a very dense form of construction. If the rock is dense, there is a very efficient direct transmission path for noise and vibration through the building. Therefore, we are concerned noise and vibration levels could be greater than calculated and need this concern to be robustly allayed by TII prior to commencement of work.</p> <p>vi) PUNCH request to review proposed positions of Noise Monitors and Monitor types prior to works starting on site.</p> <p>vii) PUNCH request to review proposed positions of Vibration Monitors and Monitor types prior to works starting on site.</p> | <p>i) TII acknowledge your concern and as per the EIAR, will put measures in place to reduce impacts to your property as much a reasonably practicable. It is correct that there is potential for significant effects from TBM along the route of the tunnel without mitigation (Section 14.5.1, Chapter 14 Groundborne Noise and Vibration). However, for 10 Earlsfort Terrace, the potential impact on commercial activity due to Groundborne Noise following mitigation will be negative, slight and short term to medium term (Table 11.70, Chapter 11 Population and Land Use).</p> <p>As mentioned at Item 2 above, unfortunately, there are no effective methods are available to reduce groundborne noise or vibration from TBMs at source, but mitigation measures can be implemented to minimise impacts. These are as follows:</p> <p>- Advance public consultation and stakeholder engagement will take place. This can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels; and</p> <p>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</p> <p>ii) The duration of impacts from groundborne noise due to TBM passage is short term which means a few days and is expected to be of up to 2-weeks. Currently a detailed timeline is not available as the contractor(s) will prepare the programme for the TBM once they are appointed. Once the programme has been prepared, an advance public consultation and stakeholder engagement will take place (Appendix A5.1, Table 6.1 Tunnel Boring GNV1).</p> <p>iii) The Figure 13.2 Construction Noise assessment locations presents the receptor locations considered in the assessment of Airborne noise and vibration around those construction works that will take place above ground, at stations and site compounds. The property is between two of these locations, in excess of 250m from any works, and as such has not been considered in the assessment of airborne noise. The Figures associated with Chapter 14 of the EIAR indicated groundborne noise contours for the passage of the TBM and the operational railway which include coverage of the named property.</p> <p>iv) The assessment results presented in Appendix 14.5 Groundborne Noise and Vibration and Blasting modelling results present predicted levels of groundborne noise and vibration during construction and operation of the named building. No additional assessment is considered necessary.</p> <p>v) At Arthur Cox's offices the level of TBM noise at surface level is shown as 50 LAm<sub>ax</sub>S in the EIAR contours, and operational noise is shown as 35 LAm<sub>ax</sub>S. The effect of two basements and piles down to the rockhead is an increase of 5 LAm<sub>ax</sub>S for TBM noise to 55 LAm<sub>ax</sub>S and 4dB for operational noise to 39 LAm<sub>ax</sub>S.</p> <p>For TBM noise the threshold of significant effects for offices is 45 LAm<sub>ax</sub>S. More relevant is that the duration of significant effect will approximately 2-weeks depending on the rate of advance in this area. For operational noise the impact remains in the "not significant" category.</p> <p>For TBM the VDV is 0.269 ms-1.75 day at ground level increasing to 0.398 ms-1.75 with the two basements and piles. The threshold of significant effect is 1.6 ms-1.75.</p> <p>No further mitigation is necessary for operational effects. No mitigation is available for the TBM groundborne noise impact anticipated at ground level and within the basements as detailed above except through consultation with the owner/occupier of the timings of the TBM arrival, anticipated duration of the TBM progress and programming.</p> <p>vi) &amp; vii) Appendix 5.1 of the EIAR contains an outline Construction Environmental Management Plan (CEMP) which outlines the proposed approach to noise and vibration monitoring during the construction phase in Table 6.2. A full monitoring and auditing programme will form part of the Construction Noise and Vibration Management Plan (CNVMP) which will be agreed with the Local Authorities prior to the commencement of the Construction Phase.</p> |  |



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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                       |
| 46                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 14 and 15 of memorandum) | 28&29    | <p>j. Confirmation that the tunnel can be constructed in the proposed position/depth considering the depth of the existing rock, existing piles and formation level of the double basement.</p> <p><i>TII Response 11th November 2022 - TII's Engineering Designer for the Railway Order design have developed the design for the tunnel alignment considering the geotechnical ground conditions and in consideration of the depth of basement for this building. The design for the tunnel and additional detailed geotechnical analysis and design will be further developed in the next phases of the project.</i></p> <p>PUNCH Further Comments:</p> <p>i) PUNCH Consulting Engineers have serious concerns over the proposed tunnel level relative to that of the double basement structure and secant piled wall of 13 and 14 Earlsfort Terrace. Refer Appendix F of this submission for drawings illustrating the close proximity of the tunnel to the existing basement structure.</p> <p>ii) The proposed crown of the tunnel is approximately 6m below the lowest structural element in the basement and 5.35m below the lowest pile level. We believe the proposed tunnel location is too close to the building's substructure. We request immediate engagement with TII to allay these concerns.</p> <p>iii) The existing double basement is waterproofed with a Rascor White Tank Injection System and relies solely on the reinforced concrete structure to prevent water ingress. Hence, this form of waterproofing is very sensitive to ground movements and the design of the tunnel must take this into account. The basement is designed for a crack width of 0.2mm and the information received state cracking of 1-5mm may occur. This will cause determinantal damage to the basement structure.</p> <p>iv) Refer to letter in Appendix G from Rascor Ireland confirming the potential impacts on their basement waterproofing system with the proposed Metrolink works. Below is some of the extract findings from the Rascor Letter:</p> <p><i>1) The basement of the Arthur Cox building is designed for 0.2mm crack width as required for waterproof concrete structures utilizing the structurally designed reinforcement in the elements and strategically positioned crack-inducing injecting units. If cracking of 1-5mm occurs due to the new conditions arising from the tunnel construction, it would permanently damage the waterproofing system and the basement structure.</i></p> <p>v) The basement structure is below the water table level and the basement slab is very sensitive to vibrations and any adverse cracking to the slab would cause significant water ingress issues.</p> <p>vi) The design should be site specific, taking into account the concrete frame size/depth, the loadbearing secant pile walls which supports perimeter column loadings from the building, the water table and diverted River Stein culvert which runs beneath the building. We request An Bord Pleanala condition a site specific assessment of the proposed tunnel depth.</p> | Refer to Items 3 and 4 above. A specific condition is not required as site specific assessment is TIIs stated position. Refer to Items 3 and 4 above. |

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| 47                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 15 to 17 of memorandum) | 29 to 31 | <p>k. Confirmation that the permissible vertical deviation as outlined in Section 6(d)ii of the Draft Railway Order of 5m upwards has been fully considered on the proposed tunnel design taking account of the existing Secant Piled Wall and Basement Structure.</p> <p><i>TII Response 11th November 2022 - While the draft Railway Order for MetroLink includes a vertical limit of deviation of 5m upwards for the tunnel, this deviation will invariably be constrained at a number of locations across the proposed scheme, including where proximity to building basements or piles requires consideration (as is the situation beneath 13 and 14 Earlsfort Terrace)</i></p> <p>PUNCH Further Comments:</p> <p>i) We question why TII are asking ABP to approve a scheme which is vague and uncertain. TII are asking ABP to approve a Scheme with a vertical deviation of 5m, despite having the knowledge that this is not possible under 13 &amp; 14 Earlsfort Terrace due to the proximity of the secant piles and basement.</p> <p>ii) If the 5m deviation vertically is applied upwards, the proposed crown of the tunnel is approximately 1m below the lowest structural element in the basement and 0.35m below the lowest pile level. (Refer to Appendix F). This cannot to tolerated and will damage the building.</p> <p>iii) Page 3 of the Wider Effects Report Limit of Deviation Environmental Impact Assessment Report Volume 5 - Technical Appendix (Refer to Appendix H), lists a number of locations where it is not possible to apply Limits of Deviation due to constraints in the immediate vicinity of the proposed alignment. This is also discussed in detail in the AGL Consulting report in Appendix C. We request An Bord Pleanala condition a limit of upward deviation be applied at 13 and 14 Earlsfort Terrace to protect the existing structure, should the tunnel design be validated by TII at this level.</p> <p>iv) In the Damage Assessment Report of Building document, it places the Arthur Cox Building ( B-238) in Damage Category 2 (Refer to Appendix A). This category is classed as Slight and described as: "Redecoration probably required. Several slight fractures inside building. Exterior cracks visible some re-pointing may be required for weather tightness. Doors and windows may stick slightly". It states that crack widths between 1-5mm may form. This level of damage is hugely concerning and not acceptable to our client.</p> <p>v) It appears from the report that the baseline for anticipated damage has been established as a masonry clad building from 1977. There does not appear to be any consideration for how a modern glass clad building will react to the proposed differential settlements. Our facade consultant has serious concerns of the potential damage outlined above could have on the building. Refer to Appendix I from ARUP Facades for letter confirming Facade concerns.</p> <p>(a) The facade to the Arthur Cox-ETHS building is not a masonry facade, it is comprised of large stone cladding and floor to ceiling glazing elements. These large cladding elements are more sensitive to differential movements. For example, a small differential movement across the base of one of the floor-to-ceiling glass panes results in a significantly larger movement at the top of the frame due to the aspect ratio of the glass.</p> <p>(b) The anticipated additional differential settlement, resulting from the installation of Metrolink has, as detailed in the report the potential to work loose pointing and cause racking of doors and windows within their frames such that they may stick, when considered for a masonry clad building. We would have a concern that when this level of potential damage is extrapolated to suit a modern office development that there are additional areas of potential damage to consider.</p> <p>vi) It is noted that the track level at St. Stephens Green is circa 2m below the level proposed at 14 and 14 Earlsfort Terrace. If the building is at risk of damage as outlined, we request that the level of the tunnel at 13 and 14 Earlsfort Terrace is reduced to a depth where damage to the building is negligible.</p> <p>vii) Based on our serious concerns outlined above of potential damage to the building, we request TII look to re-routing the proposed tunnel out onto the street of Earlsfort Terrace itself and ask An Bord Pleanala to consider same.</p> | <p>1. with regard to point i) please refer to Items 3, 4 and 7 above.</p> <p>2. with regard to point ii) please refer to Items 3, 4 and 7 above.</p> <p>3. with regard to point iii) please refer to Items 3, 4 and 7 above.</p> <p>4. with regard to point iv) TII will remediate any issues arisings from the construction of the works such that there are no residual issues.</p> <p>5. with regard to point v), (a) and (b) please refer to Items 3 and 4 above.</p> <p>6. with regard to point vi) please refer to Items 3, 4 and 7 above.</p> <p>7. with regard to point vii) -please refer to Item 9 above.</p> |

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| 48                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 17 and 18 of memorandum) | 31&32    | <p>I. Confirmation of the calculated loads from the existing building at 13 and 14 Earlsfort Terrace that have been used in the tunnel design. Please also note Point m below.</p> <p><i>TII Response 21 s' November 2022 - The design of the tunnels takes account of all required load cases, temporary and permanent, including existing building loading and potential future development that may arise in a city. The design of the tunnel is not designed for individual building loads since this is not necessary or practicable, and instead utilises load cases that provide an envelope within which the loads from all existing buildings are taken account of, as well as potential future development that may arise in a city.</i></p> <p>PUNCH Further Comments:</p> <p>i) This is hugely concerning that the tunnel design is not designed for individual building loads as Til contends such an approach is not necessary or practicable.</p> <p>ii) We believe that we have clearly outlined why this individual building requires a full independent assessment.</p> <p>iii) We request that An Bord Pleanala impose specific conditions in relation to this unique site and structure.</p>                                                            | <p>1. With regard to point i) TII confirm that the tunnel is to be designed to cater for all existing buildings above the tunnel.</p> <p>2. With regard to point ii) TII have confirmed previously that the building in question will have detailed specific Phase 3 assessments. This is contained within the EIAR Appendix 5.17. Refer to table 5-2 building B-238.</p> <p>3. With regard to point iii) TII do not believe that additional conditions are required as the requested action in i) and ii) are planned to be undertaken. That said if these are to be conditioned TII have no objection subject to confirmation of the wording of said condition.</p> |
| 49                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 18 of memorandum)        | 32       | <p>m. The structure has been designed for a number of additional floors and the client intends to extend the height of the building in the future accordingly. TII to confirm that the loadings for the additional floors will be included in design of the tunnel?</p> <p><i>TII Response 21 st November 2022 - TII confirm the loadings for the additional floors will be included in the design of the tunnel (also see response to (l) above.</i></p> <p><i>For our records, it would be helpful if the following information could be provided:</i></p> <p><i>i. when do you intend to increase the height of the building?</i></p> <p><i>ii. whether planning consent has been sought or received for this extension; and</i></p> <p><i>iii. confirmation that the existing foundations do not need to be modified for the proposed extension.</i></p> <p>PUNCH Further Comments:</p> <p>i) We request this confirmation as soon as possible to ensure the planned future building vertical expansion is included in the design of the tunnel. The structure was designed to cater for additional floors without any modifications to the sub or superstructure and it would not be accepted by our client if any restrictions were attempted to be put in place.</p> | <p>Refer to Item 12 and 16 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| 50                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 18&19 of memorandum)     | 32&33    | <p>n. TII will need to provide full details of the constraints the tunnel will impose on the future development potential/value of the site. This will need to set out the engagement process which the client/site owner will need to undertake for the preparation of any future planning applications.</p> <p><i>TII Response 11th November 2022 - TII are currently developing an Asset Protection Policy outlining the constraints on future developments in proximity to the MetroLink works, including developments above the tunnel alignment. Once complete, this will be publicly published.</i></p> <p>PUNCH Further Comments:</p> <p>ii) It is assumed that this Policy would have been developed before requesting ABP for the approval of the Railway Order.</p> <p>iii) As outlined above the building has been designed to cater for additional floors and it's the client's intention to complete these works.</p> <p>iv) The Development Plan does not put an upper limit height of buildings within the area. As an example, there is a building, Four Park Place, which is 11 stories in height circa 100 metres from the building. Our client would not wish to be restricted by any measures which constrain the future development potential for the site</p> <p>v) PUNCH note the building limitations on the Dublin Port Tunnel is a building constructed within 25m of the Port tunnel cannot exceed 22.5 kN/m 2 loading over the crown of the tunnel. A similar limitation would have a huge impacts on the site's value and potential.</p> <p>vi) We request the Asset Protection Policy is released as soon as possible and well in advance of future Oral Hearings. TII to confirm when this will be available?</p> | <p>Please refer to Item 12.</p> <p>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.</p> <p>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> |  |
| 51                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 19 and 20 of memorandum) | 33&34    | <p>o. Written confirmation of any anticipated negative impacts on the building and its tenants at 13 and 14 Earlsfort Terrace, Dublin 2 during the construction phase. This should include but not be limited to noise and vibration levels of the proposed construction works.</p> <p><i>TII Response 11th November 2022 - Please see responses to questions h and i for links to EIAR appendices outlining the predicted groundbourne noise and vibration and settlement levels in proximity to the building. Other environmental impacts from construction can be found in Volume 3 (Environmental Baseline and Assessment) of the Environmental Impact Assessment Report.</i></p> <p>PUNCH Further Comments:</p> <p>i) The answer here does not appear to address the question and gives little comfort . The tenant is one of the country's leading Solicitor firms and would require breakdown of any negative impacts it may experience during the construction works.</p> <p>ii) It would be requested An Bord Pleanala condition same.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>During construction phase the possible impacts on Arthur Cox building could arise due to settlement and groundborne noise and vibration.</p> <p>Please refer to Items 3, 4, 5, 6 for details on building damage and settlement assessment results at Arthur Cox building.</p> <p>TII confirm that there will be a temporary (up to 2 weeks) but very high adverse (significant) impact for groundborne noise at your building during TBM works, as referred to in Chapter 14: Groundborne Noise and Vibration, section 14.6.1.1 Tunnel Boring. This means that noise will be noticeable within the building, but there is no potential for damage to the building from the noise &amp; vibration. Please refer to Items 2 and 45 above for further details on noise and vibration assessment at your building.</p> <p>Where eligibility is established, there will be an opportunity to apply the TII Airborne Noise and Groundborne Noise Mitigation Policy (EIAR Appendix A14.6). Additionally, advance public consultation and stakeholder engagement will be carried out and TII will continue to communicate timelines and construction details as the project progresses. TII are happy to discuss the application of the TII Airborne Noise and Groundborne Noise Mitigation Policy further.</p> <p>The EIAR fully details all impacts during construction phase of the MetroLink. Please refer to, inter alia, EIAR Appendix 5.17 for Ground movement impacts, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration.</p> <p>TII do not believe it appropriate for An Bord Pleanála to issue such as condition.</p>                                                                                                                                                                                                                                                                                              |  |

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| Submission No.                                                                                                                                                                                                                                        |                                                                                                   |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                                   |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 52                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 20 of memorandum)             | 34       | <p>p. Written confirmation of any anticipated impacts on the building and its tenants at 1 3 and 14 Earlsfort Terrace, Dublin 2 post construction and during the operational phase. This should include but not be limited to noise and vibration levels.</p> <p><i>TII Response 11th November 2022 - Please see responses to questions ifor links to EIAR appendices outlining the predicted groundbourne noise and vibration during the operational phase in proximity to the building.</i></p> <p>PUNCH Further Comments:</p> <p>i) The answer here does not appear to address the question and gives little comfort . The tenant is one of the country's leading Solicitor firms and would require breakdown of any negative impacts it may experience during the operational phase of the Metrolink.</p> <p>ii) It would be requested An Bord Pleanala condition same.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>During operation phase the possible impacts on Arthur Cox building could arise due to ground-borne noise and vibration. Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the operation of the project, with the results for 10 Earlsfort Terrace summarised below:</p> <p>- The predicted level of groundborne noise during railway operation is 36 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the buildings occupants.</p> <p>- The predicted level of groundborne vibration during railway operation is 0.01 ms-1.75, which is much lower than the VDV Threshold Level of 0.8 ms-1.75, resulting in a not significant impact on the building.</p> <p>Business operations of EPUC will not be negatively impacted during the operational phase (Section 11.7.2, Chapter 11 Population and Land Use).</p> <p>The EIAR fully details all impacts during operational phase of the MetroLink. Please refer to, inter alia, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration. With regard to timelines, the operational impacts will commence once operations commence in 2035. Once operational, demand will vary through the day and week, with different service levels provided to meet varying demand. Services will operate between 05:30 and 00:30 every day. Service frequency is reduced on weekends and public holidays to reflect lower demand during these periods.</p> <p>TII do not believe it appropriate for An Bord Pleanála to issue such as condition.</p> |  |
| 53                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers (page 20 and 21 of memorandum)      | 34&35    | <p>q. Confirmation that the structural integrity of the building at 13 and 14 Earlsfort Terrace will not be affected in any way by the proposed works during the construction phase and during the operational phase.</p> <p><i>TII Response 11th November 2022 - As set out in the Building Damage Report (linked in response to question h), no structural impact has been predicted to occur to this building resulting from the construction works. This particular building has been defined as requiring additional assessment due to the basement depths and secant walls. The flow chart below (taken from the Building damage Report) provides context on the next stages of building assessments to be carried out in the next stages of the project.</i></p> <p>PUNCH Further Comments:</p> <p>i) In the Damage Assessment Report of Building document, it places the Arthur Cox Building (B-238) in Damage Category B . This conflicts with the above response, which states no structural impact has been predicted. This needs to be clarified by TII.</p> <p>ii) We note that because of the foundations proximity to the tunnel it is classed as an "At Risk" building and that the Phase 3 assessment of the building will be undertaken. This Phase 3 assessment, as we understand it, will be a detailed assessment of the Ground Movement Response to the Arthur Cox Building, 13 and 14 Earlsfort Terrace specifically. We request timelines of when this will be carried out by TII.</p> <p>iii) Our client will not accept building damage and the integrity of the basement cannot be compromised in any way.</p> | <p>1. With regard to point i) please refer to Item 6.</p> <p>2. With regard to point ii) please refer to Items 3 and 32.</p> <p>3. With regard to point iii) The damage predicted is outlined in Items 3 and 4. TII commit to undertaking the condition surveys pre and post construction and will remediate damage caused such that the basement functionality is not compromised. Please also refer to item 15 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 54                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 21 of memorandum) | 35       | <p>i) Our client wishes to request that an Oral Hearing is held in respect of the Railway Order application, so that the points raised within this submission can be further clarified and addressed in detail at the hearing for the benefit of all parties. The project is of both Local and National significance and accordingly warrants an Oral Hearing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Thank you for the request for Oral Hearing. The oral hearing process is managed by the An Bord Pleanála. Please refer to Item 1 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 55                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 21 of memorandum) | 35       | <p>ii) We wish to develop and resolve each of the observations made in this submission with TII in advance of any future Oral Hearing and request immediate engagement with TII accordingly.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII would welcome further engagement with EPUC to further explore any residual concerns presented in this submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

| Submission No.                                                                                                                                                                                                                                        |                                                                                                   |          | 079                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                |                                                                                                   |          | Earldev Properties Unlimited Company (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Item No.                                                                                                                                                                                                                                              | Section Ref.                                                                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLDEV PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT 13-14 EARLSFORT TERRACE, REAR OF 15-18 EARLSFORT TERRACE AND 17-19 HATCH STREET LOWER, DUBLIN 2 (AND ALSO KNOWN AS 10 EARLSFORT TERRACE) |                                                                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 56                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 21 of memorandum) | 35       | iii) We wish to express that there are serious concerns of the design to date and the fact the existing building has not been considered is hugely worrying. This building is not a standard building compared with others along the proposed Metrolink Alignment and this needs to be clearly recognised by TII and request An Bord Pleanala condition this.                                                                                           | Please refer to Items 3 and 4. The building damage assessment process proposed caters for the elements that are noted as of concern to EPUC. This building has been identified as a 'special' building and therefore will be subjected to a detailed assessment (Phase-3 assessment) which will utilize the site specific ground model and the structural details/features of the building to determine any mitigation measures required to protect the building and these measures will be agreed with the buildings owners and their advisers prior to commencement of tunnelling in the area. |  |
| 57                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 21 of memorandum) | 35       | iv) There is no commitment from TII in relation to the commencement date or duration for the proposed detailed design and construction works. We request this information from TII and request An Bord Pleanala condition this.                                                                                                                                                                                                                         | refer to Items 31 and 32.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 58                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 21 of memorandum) | 35       | v) We request An Bord Pleanala condition that the site be assessed individually due to the scale and form of the building in the relation to the proposed tunnel depth and works to be complete before Oral Hearing. This is examined and noted in finer detail in the AGL Consulting report. (Refer to Appendix C)                                                                                                                                     | The further assessments noted are planned as detailed in the EIAR post grant of the RO and undertaken by the Contractor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 59                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 22 of memorandum) | 36       | vi) We also request An Bond Pleanala condition independent separate assessments of settlement, noise, vibration and damage on the building based on discussions above and works to be complete before any Oral Hearing.                                                                                                                                                                                                                                 | The further assessments noted are planned as detailed in the EIAR post grant of the RO and undertaken by the Contractor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 60                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 22 of memorandum) | 36       | vii) We would also request confirmation when Tender Documents will be issued by TII? We further request that site and individual assessments on the building are included fully in the tender documents to ensure the integrity of the building is in no way compromised by the proposed Metrolink works                                                                                                                                                | Refer to Items 31 and 32 for scheduling details. The tender documents will include all requisite information available to allow the contractor to effectively mitigate impacts so far as is reasonably practicable. EPUC assistance in collating the latest building information will be appreciated.                                                                                                                                                                                                                                                                                            |  |
| 61                                                                                                                                                                                                                                                    | Appendix 1, Memorandum prepared by Punch Consulting Engineers, Conclusion (page 22 of memorandum) | 36       | viii) There are serious concerns based on information received that the building will be damaged by the proposed Metrolink works. Although classed as "Slight", it suggests crack widths of 1-5mm may form. These crack widths would have serious consequences on the basement waterproofing protection and building frame facades and cannot be tolerated. Refer to the Rascor Ireland letter in Appendix G and the ARUP Facades letter in Appendix I. | refer to Items 3 and 4 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |



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| Submission No.                                                                                                                                                     |                                                        |          | 080                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Organisation Name or Name of Submitter                                                                                                                             |                                                        |          | Earlsfort Basin Limited (represented by Punch Consulting Engineers)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                           | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLSFORT BASIN LTD, (PREVIOUSLY EARLSFORT VENTURES LTD) IN RELATION TO PROPERTY AT 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                                                                                                                                  | Cover letter                                           | 2        | <p>Our client, Earlsfort Basin Ltd, (previously Earlsfort Ventures Ltd), welcomes the opportunity to make a submission on the Railway Order for the Metrolink line. Our client has a number of observations and concerns in relation to impact of the proposed Railway Order and the MetroLink project on its above property and would ask An Bord Pleanála fully review same.</p> <p>Our client also wishes to request that an Oral Hearing is held in respect of the Railway Order application so that the points raised within this submission can be further clarified and addressed at the hearing for the benefit of all parties. The proposal is of both national and local significance and accordingly warrants an Oral Hearing.</p>                                                                                                                                                          | <p>Thank you for the submission and request for Oral Hearing. We have reviewed the submission and provided response for the observations/ concerns raised in detail below.</p> <p>An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. The Board has confirmed that it intends to hold an Oral Hearing for this project.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2                                                                                                                                                                  | Introduction (page 1 of Memorandum)                    | 4        | <p>It is essential that each of the points raised in this submission are addressed in full by TII. It is noted that the comments in this submission will expand following further engagement with TII. We note, it is vital to our client EBL, that the four buildings remain fully operational during the tunnel works and they cannot accept any interruption or damage to the buildings and their business. We highlight that two of the four buildings in question, No 17 and No. 18 Earlsfort Terrace, are Protected Structures and their National Inventory of Architectural Heritage (NIAH) references are as follows: No. 17 - 50110448 and No. 18 - 50110447. Hence, considering this status, the buildings are of significant national importance and the tunnel works must not negatively impact on the structure or fabric of these four buildings including the protected structures.</p> | <p>This response here also relates to Items 15, 16 and others below.</p> <p>The risk of damage to these buildings has been assessed and is reported on in the EIAR Appendix A5.17. The approach used follows an industry standard approach undertaken on tunnelling and underground projects around the world including on the Channel Tunnel Rail Link and Crossrail in London, the Dublin Port Tunnel and currently on High Speed 2 in England. The purpose of the Stage 1 and Stage 2a assessments has been to provide/ensure confidence that the Works will not induce unacceptable damage to buildings/structures along the Route. The primary objective has been to confirm that the structural integrity of each building/structure will not be compromised by the Works. These assessments are conservative in nature.</p> <p>The potential impacts of construction generated ground movements and settlement on properties is presented in Table 5-2 of A 5.17, Building Damage Report this report in the EIAR. It shows that the buildings (B-55) has been assessed as falling within the "Negligible damage" category currently, an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>TII does recognise the importance and architectural merit of your buildings. As a result both of these buildings will move forward for further assessment (Phase 3 Assessment). For the Phase 3 assessments generally, each relevant building will be subject to detailed assessment on an individual basis. Detailed surveys will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will identify lower predicted settlement impacts as it is more building specific and as a result less conservative than Phase 2 assessments. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>Ancillary features in each building/structure, which themselves do not contribute to the structural integrity of the building/structure, are also considered in the subsequent Phase 3 assessment. The D&amp;B Contractor is responsible to further investigate the sensitivities of each building/structure to identify those elements within the building/structure curtilage that may not contribute to the structural integrity of the building/structure itself, but will likely in themselves be sensitive to the excavation and construction processes.</p> <p>In each instance, engaging with the building/structure owner (or their delegated representative) the D&amp;B Contractor will be responsible for identifying further mitigations that will mitigated any further potential for damage These mitigations might relate directly to the excavation and construction processes (at source measures), or they might relate to a direct protection of the non-structural elements for which damage related concern remain.</p> |
| 3                                                                                                                                                                  | Introduction (page 2 of Memorandum)                    | 6        | <p>Our client requests early engagement with TII on the items raised in this submission and requests that An Bord Pleanála conditions a requirement for TII to engage directly with EBL in any grant of the Railway Order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>TII note EBL request for early engagement with TII and are happy to engage further regarding your items and concerns raised in this submission in advance of construction commencement in the vicinity of your building.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                                                                                                                                                                  | Technical Observations, point a (page 2 of Memorandum) | 6        | <p>a. What is the Tunnel detail design procurement approach i.e. client design or contractor design?</p> <p>i) A detailed design programme for the tunnel under 15-18 Earlsfort Terrace is required?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The detailed design and construction programme (in so far as it relates to the 15-18 Earlsfort Terrace Building) will be provided once developed by the TII Contractor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Submission No.                                                                                                                                                     |                                                        |          | 080                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| Organisation Name or Name of Submitter                                                                                                                             |                                                        |          | Earlsfort Basin Limited (represented by Punch Consulting Engineers)                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                                                           | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLSFORT BASIN LTD, (PREVIOUSLY EARLSFORT VENTURES LTD) IN RELATION TO PROPERTY AT 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 5                                                                                                                                                                  | Technical Observations, point a (page 2 of Memorandum) | 6        | ii) If the tunnel design is by the main contractor, TII to confirm how soon after the grant of the Railway Order a Main Contractor will be appointed?                                                                                                                                                                                                                                                                                                                    | It is anticipated that the Contractor will be appointed within 18 months of the grant of the ERO. It should be noted it may be a further 60 months for the TBM to be within the zone of influence of your building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 6                                                                                                                                                                  | Technical Observations, point a (page 2 of Memorandum) | 6        | iii) TII to confirm estimated construction programme from when EBL are likely to experience noise and vibration from the proposed Construction Works.                                                                                                                                                                                                                                                                                                                    | Tunnelling from St Stephen's Green to Charlemont is expected to take approximately 6 months, covering Q1 and Q2 of Year 7 Construction (Refer to Appendix A5.2 of the EIAR). Noise and vibration impacts from the advancement of the TBM beneath this location will occur for a very short period of days, up to 2-weeks as referred to in Chapter 14: Groundborne Noise and Vibration, section 14.6.1.1 Tunnel Boring. Currently, a detailed timeline for TBM passage is not available as the appointed contractor(s) will prepare the programme for the TBM. Once the programme has been prepared, an advance public consultation and stakeholder engagement will take place to prepare building occupants for the passage of the TBM and resultant elevated noise and vibration levels (Appendix A5.1, Table 6.1 Tunnel Boring GNV1).                                                                                                                                                                                                              |  |
| 7                                                                                                                                                                  | Technical Observations, point a (page 2 of Memorandum) | 6        | iv) TII to confirm what information EBL will receive prior to the Oral Hearing?                                                                                                                                                                                                                                                                                                                                                                                          | There are no plans to issue any further information prior to the Oral Hearing apart from any clarifications issued herewith. However as identified above TII are happy to engage with EBL. See also response 3 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 8                                                                                                                                                                  | Technical Observations, point a (page 2 of Memorandum) | 6        | v) Assuming the detailed design is by the Main Contractor, TII to confirm the extent to which the Main Contractor will be required to engage with EBL during the detailed design process?                                                                                                                                                                                                                                                                                | TII will engage a design team to prepare the detailed design for the proposed project. The construction of this design will be the responsibility of the main contractor. However, all designated designs will be independently checked and TII will accept the design. TII will provide the assurance to EBL that the design and modelling, together with proposed instrumentation and monitoring is fit for purpose and will not result in impacts greater than that assessed in the EIAR. If monitoring is to be installed on or in your properties, then the methodology and timing of the installations will be agreed with EBL together with any ongoing maintenance of the monitoring. The Contractor and TII will provide updates as required during the construction process. Additionally, condition surveys will be coordinated with EBL including any close out condition surveys and the identification of any remedial measures needed. If required by EBL TII will issue the Phase 3 Assessment details. Please refer also to Items 2. |  |
| 9                                                                                                                                                                  | Technical Observations, point b (page 3 of Memorandum) | 5        | b. Confirmation that a full copy of the detail design and construction package will be issued by TII in relation to 15-18 Earlsfort Terrace .<br><br>i) We expect to see a full copy of the detailed design and construction package which allows for an independent assessment to be carried out by EBL as they wish. We request confirmation of timelines from TII for this but note this needs to allow sufficient time for our client to fully review the proposals. | As referred to in response 3 above, TII would welcome a meeting with EBL to further explore the details presented here and to collate the relevant information to educate the further assessment.<br><br>TII will engage with EBL to progress with building surveys and a Phase 3 building assessment. With regard to timings this will be confirmed once the main contract is let but likely to be approximately 24 -30 months after the grant of the RO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 10                                                                                                                                                                 | Technical Observations, point b (page 3 of Memorandum) | 5        | ii) It is vital for EBL that the building is not damaged during these works. It is noted that 'very slight' building damage may occur and the extent of building damage suggested by TII in the Railway Order is not acceptable.                                                                                                                                                                                                                                         | EIAR Appendix A 5.17, Building Damage Report, Table 5-2, shows that the buildings has been assessed as falling within the "Negligible damage" category currently following the Refined Phase 2a Damage Assessment, an explanation for which can be found in Table 4-4 of the aforementioned report. The settlement contours calculated were used to undertake the building damage assessment and conclude, conservatively, that typical damage and likely forms of repair would be limited to hairline cracks only. Any damage caused will be repaired by TII.<br><br>As mentioned to Item 2 above, the protected buildings are designated as special building and will move forward to Phase 3 Damage Assessment at the detailed design phase. With regard to details of Phase 3 assessment please refer to Item 2.                                                                                                                                                                                                                                  |  |
| 11                                                                                                                                                                 | Technical Observations, point b (page 3 of Memorandum) | 5        | iii) The efficient running of the business operations in each of the 4 buildings is of paramount importance to EBL. Whilst some disruption in terms of noise and vibration is likely, these levels cannot be such that they affect the company's daily operations. We would request that TII provide detailed reassurances on these matters.                                                                                                                             | As outlined in response to Item 6 above, noise and vibration impacts from the advancement of the TBM beneath this location will occur for a very short period of days. To mitigate impacts, advance public consultation and stakeholder engagement will take place which will greatly reduce the significant of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated Noise and Vibration levels (Table 11.70, Chapter 11 Population and Land Use).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

| Submission No.                                                                                                                                                     |                                                        |          | 080                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                                                           | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLSFORT BASIN LTD, (PREVIOUSLY EARLSFORT VENTURES LTD) IN RELATION TO PROPERTY AT 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 12                                                                                                                                                                 | Technical Observations, point c (page 3 of Memorandum) | 5        | c. Confirmation by TII of the Identity of the Civil and Structural Design Firm for the Metrolink tunnel beneath 15-18 Earlsfort Terrace?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | These contracts will only be let after the grant of the RO. TII can advise at that time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13                                                                                                                                                                 | Technical Observations, point d (page 3 of Memorandum) | 5        | d. Confirmation of the Identity of the Geotechnical Design Firm for the Metrolink tunnel beneath 15-18 Earlsfort Terrace?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | These contracts will only be let after the grant of the RO. TII can advise at that time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14                                                                                                                                                                 | Technical Observations, point e (page 3 of Memorandum) | 5        | e. Confirmation of the Technical Design Checking Process for the Metrolink tunnel beneath 15-18 Earlsfort Terrace?<br><br>i) Category 3 independent checking is expected as a minimum checking process. We ask TII to confirm checking process and we request An Bord Pleanála to condition same in any grant of the Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The design checking process is to be developed by TII and will incorporate a CAT 3 checking process. With regard to the condition request, TII do not believe it appropriate for An Bord Pleanála to issue such as condition as the requested action in i) and ii) will be undertaken by TII.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 15                                                                                                                                                                 | Technical Observations, point f (page 4 of Memorandum) | 7        | f. Details and frequency of proposed condition surveys for 15-18 Earlsfort Terrace by TII, both in advance of and during the construction works as well as during the tunnel operational phase.<br><br>i) In the Damage Assessment Report of Building document on https://www.metrolinkro.ie/, it places 15-18 Earlsfort Terrace (B-55) in Damage Category 1 (Refer to Appendix A) . Possible cracking up to 1mm may occur. Given the sensitive nature of these historical buildings with No 17 and No. 18 Earlsfort Terrace being Protected Structures, this damage cannot be accepted by EBL.<br><br>ii) Visual condition surveys of the building are expected prior to and during construction works. There must be photographic condition surveys carried out by professional independent parties procured by TII/Main Contractor to ensure any potential damage to the building is accurately recorded.<br><br>iii) It is expected that the condition surveys continue post construction and through the tunnel operational stages and request frequency of these surveys to be confirmed by TII.<br><br>iv) We request this information from TII as soon as possible to ensure the integrity of the building is maintained during all phases of the works.<br><br>v) We request TII to confirm when guidelines regarding the process for remediation will be released, should remediation be required. It is our understanding these guidelines are under development by TII based on information from https://www.metrolinkro.ie/ . We reiterate that damage to the building cannot be accepted but we need to understand the guidelines nonetheless. | TII would respond to the points raised as follows:<br><br>Response to point i): Negligible damage is predicted at the 15-18 Earlsfort Terrace building (B-55) following the Refined Phase 2a Damage Assessment. The protected buildings has been identified as a 'special' building and will be subject to a detailed assessment (Phase-3 assessment) and appropriate control measures will be implemented to protect the building. Please refer to Item 2 above.<br><br>Response to point ii): TII note and agree, this is as planned.<br><br>Response to point iii): Condition surveys will be programmed for prior to, during and following the construction phase. Long term impacts during the operational phase are not anticipated and so no further surveys are required.<br><br>Response to point iv): TII agree that the surveys and assessment are to be undertaken in time such that the integrity of the building is maintained. This is TII's stated position.<br><br>Response to point v): TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred. TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Where property damage is confirmed to have been caused by MetroLink works the property concerned will have recourse to MetroLink project insurances. |

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| Item No.                                                                                                                                                           | Section Ref.                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLSFORT BASIN LTD, (PREVIOUSLY EARLSFORT VENTURES LTD) IN RELATION TO PROPERTY AT 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 16                                                                                                                                                                 | Technical Observations, point g (page 4 and 5 of Memorandum) | 7 and 8  | <p>g. Vertical settlement of the existing structure at 15-18 Earlsfort Terrace from the proposed works.</p> <p>i) The predicted settlement is a concern from available information on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a>. The settlement contours on Figure 20.16, sheet 26 of 30 (Refer to Appendix B), suggest settlement up to 25mm in the calculated settlement trough. We request details from TII on how they established this deflection data. The building is a Protected Structure and over 130 years and TII must recognise this.</p> <p>ii) There is no evidence of undertakings to confirm the quality of the rock at the tunnel level. We request that geophysical surveys are carried out on the rock at tunnel level from the existing basement. 2d Resistivity and Seismic Refraction surveys are suggested to determine the rock mass characteristics and ask An Bord Pleanála to condition same.</p> <p>iii) If a dense rock with little fractures is encountered, this will lower the risk of potential ground movement and would verify the Ground Loss % used in the design of the tunnel.</p> <p>iv) If a dense rock with little fractures is encountered, this potentially magnifies the noise and vibration levels through our building further which is a significant concern.</p> <p>v) The distance (cover) from the soffit of basement and pile structures to the crown of the tunnel should be used to determine the differential settlement of the proposed works.</p> <p>vi) PUNCH request to review proposed positions of Settlement Monitors and Monitor types as part of the detailed design review and certainly prior to works starting on site.</p> | <p>Please also refer to Item 2 above.</p> <p>The method of assessment is fully explained in EIAR Appendix 5.17. In summary, the settlement contours shown on Figure 20.16 of Appendix B are based on Phase-1 assessment with very conservative (absolute worst case) tunnelling volume loss parameters; 1.5% when the tunnel is with less than half the tunnel diameter of rock cover and 0.75% when the tunnel is with greater than half the tunnel diameter. The purpose of Phase-1 assessment is to define the boundaries for the buildings for subsequent assessments. However, Phase 2a has been carried with refined (but still conservative) tunnelling volume loss parameters; 1.0% when the tunnel is with less than half the tunnel diameter of rock cover and 0.5% when the tunnel is with greater than half the tunnel diameter - Phase 2a assessment shows less than 16mm settlement under these buildings with Damage Category 0 (Negligible). The details of assessment are given in Section 4 of the Damage Assessment Report. The protected buildings have been identified as 'special' buildings and will be subject to a detailed assessment (Phase-3 assessment) and appropriate control measures will be implemented to protect the building if considered necessary - unlikely in this case as already categorised as in the Negligible damage category.</p> <p>Phase-3 assessment will utilize the site specific ground model, particularly that the tunnel face is in rock strata in this area, which will result in significant reduction in the volume loss due to tunnelling compared to that was assumed in the Phase 2a assessment and thus reduction in the greenfield ground movements.</p> <p>Detailed ground investigations (GI) have been undertaken to produce the geological profile of the proposed MetroLink route. This GI data and existing available desk based data has been used in the assessment. At detailed design the contractor will undertake further investigation as necessary to verify the ground conditions and as required to validate the basis of assessment be prescribed as part of the recommendations from the Phase-3 assessment works.</p> <p>The basements are known and the separation from these structures to the crown of the tunnel has been used in the current assessment. This will be updated at detailed design incorporating final design alignment.</p> |

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| 17                                                                                                                                                                 | Technical Observations, point h (page 5 and 6 of Memorandum) | 8 and 9  | <p>h. Noise Impacts under the existing structure at 15-18 Earlsfort Terrace from the proposed works.</p> <p>i) There is a concern in relation to the identified noise and associated disruption contained within https://www.metrolinkro.ie/. A "Very High Adverse (significant)" residual impact is identified in the documentation. This is not acceptable to WHD and will be detrimental to our client's daily business operations . TII should assess this further and mitigate this impact.</p> <p>ii) Whilst this impact is noted as being "short term", there is no clarity or estimate provided beyond this in relation to the duration of these works and associated negative impacts. We request TII to confirm duration of the proposed works and associated impacts on our client's building.</p> <p>iii) Table 14.3: Groundborne Noise from Underground Sources - Threshold of Significant Effects on Non-Residential Buildings (Refer to Appendix C) states a threshold of 45dB for commercial buildings. The calculated noise levels from works under the hotel are 50dB and in excess in the threshold.</p> <p>iv) A further area of concern is Figure 12.2, Sheet 29 of 30, Construction Noise Assessment Locations (Refer to Appendix D) which shows there were no construction noise receivers placed on or surrounding our clients building. This is a huge concern as we cannot see how the predicted noise limits can be determined without a noise receiver on our client's building or surrounding buildings.</p> | <p>(i) TII acknowledge your concern and will put measures in place to reduce impacts to your property as much a reasonably practicable. It is correct that there is potential for significant effects from TBM along the route of the tunnel without mitigation (Section 14.5.1, Chapter 14 Groundborne Noise and Vibration). However, for 15 - 18 Earlsfort Terrace, the potential impact on commercial activity due to Groundborne Noise following mitigation will be negative, slight and short term to medium term (Table 11.70, Chapter 11 Population and Land Use).</p> <p>Unfortunately, there are no effective methods are available to reduce groundborne noise or vibration from TBMs at source, but mitigation measures can be implemented to minimise impacts. These are as follows:<br/>- Advance public consultation and stakeholder engagement will take place (Referred to in Chapter 11: Population &amp; Land Use, Table 11.70 Residual Impact – Community and Social Infrastructure). This can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels; and<br/>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6).</p> <p>(ii) The duration of impacts from groundborne noise due to TBM passage is short term which means a few days and is expected to be of up to 2-weeks. Currently a detailed timeline is not available as the contractor(s) will prepare the programme for the TBM once they are appointed. Once the programme has been prepared, an advance public consultation and stakeholder engagement will take place (Appendix A5.1, Table 6.1 Tunnel Boring GNV1).</p> <p>(iii) TII acknowledge that the calculated Groundborne Noise levels from works under the hotel are 50dB and in excess in the threshold (45dB), however this will only be the case for a number of days of up to 2-weeks.</p> <p>(iv) The Figure 12.2 Construction Noise assessment locations presents the receptor locations considered in the assessment of Airborne Noise and Vibration around those construction works that will take place above ground, at stations and site compounds. The property is between two of these locations and in excess of 250m from surface works, and as such has not been considered in the assessment of airborne construction noise. The Figures associated with Chapter 14 of the EIAR indicate groundborne noise contours for the passage of the TBM and the operational railway which include coverage of the named property.</p> <p>TII are happy to discuss this further and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6).</p> |
| 18                                                                                                                                                                 | Technical Observations, point i (page 6 of Memorandum)       | 9        | <p>i. TII to confirm that the tunnel can be constructed in the proposed position/depth considering the depth of the existing rock and gravels and formation level of the 4 buildings at 15-18 Earlsfort Terrace?</p> <p>i) We have concerns about the proposed tunnel location relative to the existing buildings at 15- 18 Earlsfort Terrace both on plan and on section. Refer Appendix E of this submission for drawings illustrating the close proximity of the tunnel to the existing buildings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Refer to Items 2 and 16 above.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 19                                                                                                                                                                 | Technical Observations, point j (page 6 of Memorandum)       | 9        | <p>j. TII to confirm that the permissible vertical deviation for the tunnel as outlined in Section 6(d)ii of the Draft Railway Order of 5m upwards has been fully considered on the proposed tunnel under the 4 buildings at 15-18 Earlsfort Terrace?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Refer to Item 18.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20                                                                                                                                                                 | Technical Observations, point k (page 6 of Memorandum)       | 9        | <p>k. TII to confirm the calculated loads used in the tunnel design from the existing building at 15-18 Earlsfort Terrace?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII confirm that the tunnel is to be designed to cater for all existing buildings above the tunnel.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| 21                                                                                                                                                                 | Technical Observations, point l (page 6 and 7of Memorandum) | 9 and 10 | <p>l. TII will need to provide full details of the constraints the tunnel will impose on the future development potential/value of the site. This will need to set out the engagement process which the client/site owner will need to undertake for the preparation of any future planning applications.</p> <p>i) We request the Asset Protection Policy is released as soon as possible and well in advance of future Oral Hearings. TII to confirm when this will be available?</p> <p>ii) Our client would not wish to be restricted by any measures which constrain the future development potential for the site either above or below ground level.</p> <p>iii) Plan Number ML-P 306 E-O- Railway Works Metrolink - Property Details Hatch Street Lower to Grand Parade, Area No 306 (Refer to Appendix F) indicates the property details of 15-18 Earlsfort Terrace</p> | <p>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.</p> <p>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><u>For information, TII note the following observations:</u></p> <p>The site is zoned Z9 - Employment / Enterprise in the Dublin City Development Plan 2022-2028. This zoning permits intensive employment generating development in principle, subject to consideration of the surrounding context and compliance with a range of statutory development management standards set out in the plan.</p> <p>The site has been developed on foot of planning permissions lodged in 2008 and 2014. The maximum height of the building was set as 7 storeys by way of condition (by An Bord Pleanála).</p> <p>The development carried out would appear to be in the range of the maximum development potential on current development standards, although it may be possible to attain a higher insitu development should standards change or the scale of surrounding development also increase.</p> |
| 22                                                                                                                                                                 | Technical Observations, point m (page 7 of Memorandum)      | 10       | <p>m. Written confirmation from TII of any anticipated negative impacts on the buildings at 15-18 Earlsfort Terrace and its occupants during the construction phase?</p> <p>i) PUNCH request TII to issue details and timelines of any negative impacts for EBL on the normal execution of their business operations during construction phase of the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>TII confirm that there will be a temporary but very high adverse (significant) impact for groundborne noise at 15 - 18 Earlsfort Terrace during TBM works. It is important to note however that this will not cause any damage to these buildings. However, where eligibility is established, there will be an opportunity to apply the TII Airborne Noise and Groundborne Noise Mitigation. Additionally, advance public consultation and stakeholder engagement will be carried out and TII will continue to communicate timelines and construction details as the project progresses. TII are happy to discuss the application of the TII Airborne Noise and Groundborne Noise Mitigation Policy further (EIAR Chapter 14, Appendix A14.6).</p> <p>The impact on your commercial activity due to Groundborne Noise and Vibration as a result of tunnelling activities following mitigation will be negative, slight and short term to medium term (Table 11.70, Chapter 11 Population and Land Use). Currently, a detailed timeline for TBM passage is not available as the appointed contractor(s) will prepare the programme for the TBM once they have been appointed. TII will continue to communicate with landowners as the project progresses.</p> <p>The EIAR fully details all impacts during construction phase of the MetroLink. Please refer to, inter alia, EIAR Appendix 5.17 for Ground movement impacts, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF EARLSFORT BASIN LTD, (PREVIOUSLY EARLSFORT VENTURES LTD) IN RELATION TO PROPERTY AT 15-18 EARLSFORT TERRACE, DUBLIN 2 |                                                        |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 23                                                                                                                                                                 | Technical Observations, point n (page 7 of Memorandum) | 10        | <p>n. Written confirmation from TII of any anticipated negative impacts on the on the buildings at 15-18 Earlsfort Terrace and its occupants during the operational phase?</p> <p>i) PUNCH request TII to issue details and timelines of any negative impacts for EBL on the normal execution of their business operations during the operational phase of the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>No significant noise and vibration effects are predicted during the operational phase at 15 - 18 Earlsfort Terrace (Section 14.5.2, Chapter 14 Groundborne Noise and Vibration).</p> <p>Business operations of EBL will not be negatively impacted during the operational phase (Section 11.7.2, Chapter 11 Population and Land Use).</p> <p>The EIAR fully details all impacts during operational phase of the MetroLink. Please refer to, inter alia, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration. With regard to timelines, the operational impacts will commence once operations commence. Once operational, demand will vary through the day and week, with different service levels provided to meet varying demand. It is intended that services will operate between 05:30 and 00:30 every day and that service frequency is reduced on weekends and public holidays to reflect lower demand during these periods.</p> |  |
| 24                                                                                                                                                                 | Technical Observations, point o (page 8 of Memorandum) | 11        | <p>o. Confirmation that the structural integrity of the building at 15-18 Earlsfort Terrace will not be affected in any way by the proposed works during the construction and operational phase.</p> <p>i) In the Damage Assessment Report of Building document on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a>, it places the 15-18 Earlsfort Terrace (B-55) in Damage Category 1 (Refer to Appendix A). We note that the building is a part protected structure and because of this, a Phase 3 assessment will be undertaken. This Phase 3 assessment, as we understand it, will be a detailed assessment of the Ground Movement Response for the office development specifically. We request timelines of when this will be carried out by TII and specific details of the process?</p> <p>ii) EBL will not accept building damage and the integrity of the building cannot be compromised in any way. The superstructure and facades cannot be damaged. Should remediation be required to the superstructure, the work practices and daily operations of the company will be hugely affected.</p> | <p>TII would respond to the points raised as follows:</p> <p>Response to point i): Please refer to Items 2, 9, 10 and 16 above.</p> <p>Response to point ii): The damage predicted is outlined in Items 2, 10 and 16. TII commit to undertaking the condition surveys pre and post construction and will remediate damage caused such that the building integrity is not compromised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 25                                                                                                                                                                 | Conclusions (page 8 of Memorandum)                     | 11        | <p>i) The project is of both Local and National significance and accordingly warrants an Oral Hearing. Accordingly, our client wishes to request that an Oral Hearing is held in respect of the Railway Order application, so that the points raised within this submission can be further clarified and addressed in detail at the hearing for the benefit of all parties.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Thank you for the request for Oral Hearing. The oral hearing process is managed by the An Bord Pleanála. Please refer to Item 1 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 26                                                                                                                                                                 | Conclusions (page 8 of Memorandum)                     | 11        | <p>ii) We wish to develop and resolve each of the observations made in this submission in advance of any future Oral Hearing and request immediate engagement with TII accordingly. We request that ABP condition same in any grant of the Railway Order.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>TII note EBL request for early engagement with TII and are happy to engage further regarding your observations and concerns.</p> <p>TII do not believe it appropriate for An Bord Pleanála to issue such as condition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 27                                                                                                                                                                 | Conclusions (page 8 and 9 of Memorandum)               | 11 and 12 | <p>iii) EBL's primary concern is the effect the proposed works will have on the business operations of its company. The buildings at 15-18 Earlsfort Terrace are over 130 years, with 2 of the buildings Protected Structures and its operations cannot be negatively impacted by the proposed Metrolink works, either in the construction or the operational phase. We would request immediate engagement with TII to allay these concerns.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>TII are willing to meet to discuss the matters raised. Please refer to response (9) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 28                                                                                                                                                                 | Conclusions (page 9 of Memorandum)                     | 12        | <p>iv) There are concerns based on information received, that the building will be damaged by the proposed Metrolink works. The building is a part protected structure and its structural integrity cannot be compromised by any works. We would request immediate engagement with TII to allay these concerns.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Thank you for the submission. We have reviewed your submission and provided responses for the observations/ concerns raised in detail above. As stated in response (9) above, TII are happy to engage further with EBL regarding your observations and concerns raised in this submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |

| Submission No.                                                                  |                         |          | 081                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             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| 1                                                                               | Letter                  | 1        | We the undersigned support the submission being made by McCabe Durney Barnes on behalf of the Charlemont / Dartmouth Square community and respectfully ask you to consider as follows:                                                                                                                                            | TII have reviewed your submission and responded to the observations raised below. TII can also confirm they have responded to all other submissions received from An Bord Pleanála.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2                                                                               | 1. A Misplaced Terminus | 1        | If you were building a cross city Metro and were asked to find a centre-city location for a Terminus, would you not want to actually put it in the city centre? How about in the middle of a historical residential suburb away from the city centre with little or no access to other transport services? Welcome to Charlemont. | <p>TII Rationale for the Proposed Charlemont Station</p> <p>TII have carefully considered where the best location is for a southern interchange with MetroLink, and for the reasons set out below, the preferred location is a station at Charlemont.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042).</p> <p>The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemon in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The detailed analysis carried out for the Railway Order further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                  |                                              |          | 081                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 3                                                                               | 2. €650m for a 1km tunnel                    | 1        | Having determined that a centre-city Terminus would actually be better placed in the city centre, such as St Stephens Green or O'Connell Street, how would you feel about spending €650m of tax payer's money on a 1k tunnel to a suburb that already had a fully functioning train station and train line? Does that not appear like duplication? Welcome to Charlemont.                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any event, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 4                                                                               | 3. Planning permission for the Terminus box? | 1        | <p>Following the correct procedure, was the rail order to build the Metro infrastructure already in place when Hines built the Terminus' foundations at Charlemont for NTA? Eh, no. Was there a proper environmental impact study conducted before they proceded? Eh, no. Was there a comparative study of alternative Terminus locations? Eh, No. Welcome to Charlemont.</p> <p>As you are aware, we already have a train station and a train track that goes through Charlemont and Dartmouth Rd and which passes down the end of our garden. It works well. So the question is, why replace something that is working well (the eventual plan and rationale for a Terminus in Charlemont) when there are other areas of the city that have no transport links to the city or airport and that are crying out for it?</p> | <p>The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.</p> <p>It is not correct to say that alternative end of line transport interchange locations were not considered. A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR).</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>Responses (2) and (3) above explain the reasons a station at Charlemont is proposed and that there is no plan to replace the existing Luas Green Line infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| 5                                                                               | Letter       | 2        | <p>The adverse effects on the local area; traffic, noise, closure of Dartmouth Road for 8 1/2 years, disturbance from a 24/7 station in a quiet residential suburb, car/taxis dropping off people day and night with no where to park or drop off, well that's just something we'll have to deal with. Before all that happens, though, our request is this;</p> | <p>TII have assessed the impacts of traffic and noise, both for the construction and operational phase, summarised below. TII would also note that construction will generally not take place 24/7, with the exception of some limited below ground sprayed concrete tunnelling works. The proposed working hours for the construction phase of the proposed Project (as per Section 5.2.4 of Chapter 5 of the EIAR) will be for all above ground works to progress Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00. There will be a limited period of 24/7 working below ground to enable the construction of the sprayed concrete lined tunnel, with the associated above ground support activities enclosed within a sound insulated acoustic enclosure as discussed in Section 13.6.1.2.4 of the EIAR.</p> <p>Traffic<br/>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Traffic - Construction Phase:<br/>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Traffic - Operational Phase:<br/>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers. Please refer to Chapter 9: Traffic &amp; Transport, Appendix A9.2-B Traffic and Transport Assessment Charlemont Station, section 6.1.3. Pedestrian Impact Assessment.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance. Chapter 9: Traffic &amp; Transport, Appendix A9.2-B Traffic and Transport Assessment Charlemont Station, section 6.1.3. Pedestrian Impact Assessment refers.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area. Chapter 9: Traffic &amp; transport, Appendix A9.2-B Traffic and Transport Assessment Charlemont Station, Section 6.1.2. refers.</p> |

| Submission No.                                                                  |              |          | 081                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                          |              |          | Edward Kelly and Joyce MacRedmond                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                        | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Re: Railway METRO - Charlemont/Dartmouth Square Terminus. Case NO NA 29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                 |              |          | Response (5) continued                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> <p>Noise</p> <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:</p> <p>No profound impacts have been identified for residents during construction of the station and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Chapter 14 of the EIAR assesses groundborne noise and vibration, with EIAR Appendix A14.5 Groundborne Noise and Vibration and Blasting Modelling Results presenting predicted groundborne noise and vibration levels during below ground construction. During TBM passage the predicted level of groundborne noise will be above the 45 dB LASmax threshold for a number of receptors above the runnel alignment, resulting in a significant impact on the building occupants during the relatively short 2-week duration of the TBM passage at a given location. The predicted vibration levels for TBM passage are well below human response thresholds during both day and night-time periods.</p> <p>Unfortunately there are no effective methods are available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are to give advance notice to residents of the timing of the TBM passage.</p> <p>There will additionally be a period of 24/7 working below ground to enable the construction of the sprayed concrete lined turnback intervention tunnel south of the proposed Charlemont Station, with the associated above ground support activities enclosed within a sound insulated acoustic enclosure as discussed in Section 13.6.1.2.4 of the EIAR. During the construction of the intervention sprayed concrete lined tunnels, residents above the proposed tunnel may experience disturbance.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:</p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> |
| 6                                                                               | Letter       | 2        | (a) Ask the NTA/TII to lay out the assumptions underpinning the last part of their Metro plan from Tara St to Charlemont. Reflect on whether this really is the best option for a centre-city Terminus (even though its not in the city-centre) and inquire further when they tell you that St Stephen's Green (which is in the city-centre or close to) won't work because according to the independent engineers there is 'no technical reason why they can't use St Stephen's Green' and further that 'it seems like the most obvious place to put it'. | As identified in response to item 2 above a detailed and robust assessment has already been undertaken that has identified Charlemont as the preferred terminus/interchange location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                  |              |          | 081                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                          |              |          | Edward Kelly and Joyce MacRedmond                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                        | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Re: Railway METRO - Charlemont/Dartmouth Square Terminus. Case NO NA 29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7                                                                               | Letter       | 2        | (b) In addition, in the interests of due process, transparency and adherence to the normal planning procedures that we are subject too and assume others are as well, can you satisfy yourselves that Hines, acting on behalf of the NTA, had permission to build the foundations for a Metro station before NTA/TII had (a) permission from the minister for transport, (b) a budget from the department of transport and or (c) rail order approval? Is there, for instance, any worldview In which a Metro station, particularly one as important as a Metro Terminus, could not be considered part of a rail order that has yet to be approved? | <p>As explained by response (4) above, the MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019, whilst noting that the proposed station box location was not fixed by the Charlemont Development.</p> <p>TII confirm that funding for the MetroLink Enabling works at Charlemont was approved and provided by the National Transport Agency (NTA) who are the Approving Authority for the MetroLink project.</p> |



| Submission No.                                                                                                                                                                                      |                                                             |          | 82                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Organisation Name or Name of Submitter                                                                                                                                                              |                                                             |          | EirGrid plc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| Item No.                                                                                                                                                                                            | Section Ref.                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| Re: Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order [2022] Ref ABP-302010-18 |                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 1                                                                                                                                                                                                   | Interaction with Planned and Proposed Transmission Projects | 4        | It is inevitable that there will be a degree of impact on the transmission grid as a result of the construction and operation on the Metrolink Project. EirGrid seeks to ensure that such impacts are addressed and mitigated to the greatest extent feasible in order to ensure that Government national and regional transportation objectives for the transmission grid can be met.                                                                                                                                                           | <p>TII confirm they are committed to minimising the impact on EirGrid services so far as possible, and continuing to engage and consult with EirGrid throughout the detailed design, construction and operation phases of the project.</p> <p>As noted by EIAR Chapter 22, Infrastructure and Utilities, where there is interaction between MetroLink and existing infrastructure, the locations of the interactions have been identified and planned for, and therefore the potential for any service disruption is limited. All utilities that cross the alignment will also have appropriate protection measures installed and spare capacity for future maintenance or expansion provided where necessary.</p> <p>Where in some cases planned service disruptions are unavoidable to facilitate the connection of existing services to the newly diverted services, then cognisance of the requirements of those premises served by EirGrid will be taken account of in determining the type, duration and phasing of the planned disruption. All of which will be agreed with EirGrid, in accordance with EirGrid's level/business interruption requirements. It is expected that in most cases the duration of disruption will be no more than a few hours. All impacted utilities will be reinstated in accordance with the current standards and specifications for electricity transmission (as specified by EirGrid). Further information on Utility Diversions can be found in section 22.6.1 of Chapter 22 (Infrastructure and Utilities).</p> |  |
| 2                                                                                                                                                                                                   | Interaction with Planned and Proposed Transmission Projects | 4        | There may be substantial construction and operational impacts on the existing and planned transmission grid which need to be addressed and mitigated. Therefore, it is imperative to ensure that the provisions of Government policy and objectives as they relate to the existing and planned transmission grid are upheld and protected, to ensure continuing high standards of safety, security and reliability for electricity users and to protect the investment being made in the development of the transmission grid.                   | <p>TII confirm that the provisions of Government policy and objectives as noted by this observation will be upheld by TII for the reasons stated. EIAR Chapter 22, Infrastructure and Utilities confirms that all impacted utilities will be reinstated in accordance with the current standards and specifications for electricity transmission (as specified by EirGrid). In the case of older utilities, this means that the replacement section will be constructed with modern materials, such as the replacement of underground oil or fluid filled electricity cables with plastic insulated cables. The intention being that these measures will safeguard the future operation of the transmission grid and will allow for planning for future national improvements to the grid.</p> <p>As noted by response (1) above, it is the intention of TII to minimise the impact on EirGrid so far as possible and TII are committed to working closely with EirGrid to achieve this objective.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 3                                                                                                                                                                                                   | Interaction with Planned and Proposed Transmission Projects | 4        | EirGrid acknowledges that many of the issues that are of concern to EirGrid, as Transmission System Operator, are of a technical or engineering nature that are most appropriately addressed and resolved ahead of the detailed design process. Therefore, EirGrid would welcome consideration by the Board of the application of appropriate, robust conditions, where such an approach is considered acceptable to the Board, in the event that the Board authorise the Railway Order.                                                         | It is the intention of TII to continue to work with EirGrid to ensure any issues of concern to EirGrid are resolved to EirGrid's satisfaction. TII have procured an Advanced Works Designer who will be further developing the utilities design and who will be consulting with EirGrid to ensure any issues that are of concern have a plan in place to be resolved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 4                                                                                                                                                                                                   | Conclusion                                                  | 4        | EirGrid therefore requests An Bord Pleanála to ensure that the proposed development can proceed complementary to safeguarding the strategic function, safety and continued efficient operation of the transmission grid, including planning for future national improvements in accordance with separate but interconnected Government objectives.                                                                                                                                                                                               | TII confirm, reflected by the intent of responses (1), (2) and (3) above, their commitment to safeguarding the strategic function, safety and continued efficient operation of the transmission grid, including planning for future national improvements in accordance with separate but interconnected Government objectives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 5                                                                                                                                                                                                   | Conclusion                                                  | 5        | EirGrid considers that the issues identified can be best addressed and resolved through adequate and appropriate engagement between EirGrid and TII, and agreement of detailed design and methodologies in the post-consent phase. It is of imperative importance, however, that such engagement occurs, prior to the commencement of any development. EirGrid therefore requests that this is ensured by way of the provision of adequate and robust Condition(s) of Approval by An Bord Pleanála, should it be minded to approve the proposal. | TII agrees with the approach set out by EirGrid and considers this aligns with the commitment reflected by the EIAR Chapter 22, Infrastructure and Utilities that notes it is very important that the (MetroLink/TII) Project Team liaises closely and early with EirGrid to arrange the necessary outages of these key electricity transmission circuits. Careful coordination of design and planning will be maintained with EirGrid to avoid any deration of electricity capacity. Prior to implementation, all utilities plans will finalised and confirmed by the appointed contractor(s), and TII will maintain engagement with EirGrid and all relevant bodies throughout this phase to minimise disruption.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

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| Submission No.                                                                                                                                    |                                 |          | 085                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Organisation Name or Name of Submitter                                                                                                            |                                 |          | Emma Kelly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                          | Section Ref.                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Submission by Niall Subway MRICS, MSCSI, FCIARbM.MII, Subway and Company Limited Chartered Surveyors on behalf of Emma Kelly, 4 Harcourt Terrace. |                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                                                                 | Intro                           | 1        | With regards to the above matter I can confirm that I have been instructed to act on behalf of the above named party in relation to the above compulsory acquisition order as it effects their property . My client's property is part of a set piece regency terrace which was developed in the 1830's and is unique in that it is still largely intact and is therefore of significant architectural and historical significance. The property is also a protected structure under the current Dublin city Development plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII acknowledge the architectural and historical significance of the property and recognize that the property is also designated as a protected structure. Hence the property has been included in the impact assessment and presented in the EIAR Chapter 26 (Architectural Heritage), Table 26.25: "BH-567 - 4 Harcourt Terrace - Three-storey, two-bay semi-detached house with rendered façade and with ionic pilasters at ground-floor level; single storey porch to side; RPS 3564 DCC; NIAH 50110466".                                                                                                                                                                                                                                                        |
| 2                                                                                                                                                 | Draft of Proposed Railway Order | 1        | <p>My client was issued a letter dated the 20th of September 2022, which included several extracts from plans and a copy of the public advertisement placed in the Irish Independent on the 17th of September 2022, which proports to indicate they have applied for the relevant railway order. However, in their letter they refer to relevant extracts from the "draft of the proposed Railway order" In deed the booklet provided is called the Draft Railway order.</p> <p>In my view there should be no draft involved at this juncture either TII wish to apply for a railway order or they don't. If they wish to apply for a Railway Order to the Bord then both the Bord and Land owner should know exactly what is in the order and there should be no equivocation, which appears to be the case here were the documents are only draft. It begs the question of when will the final Order be submitted and will it be any different from the Draft Order. It is difficult to see how a land owner can make submissions or how the Bord can make decisions based on a draft.</p> | TII confirm that a letter (CAP_ML_0526_22) was issued on 20th of September 2022 to Mrs. Emma Kelly at 4 Harcourt Terrace with reference to 'Intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order [2022]'. Please note that the reference to a "draft Railway Order" is correct and that it reflects the fact that it is a description of what is proposed by TII for approval by an Bord Pleanála as the decision-making body. The "draft" railway Order will become a "Railway Order" only if and when An Bord Pleanála approve it and update to include any specific additional requirements that the Board identify as being required. |

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| Submission No.                                                                                                                                    |                                                |          | 085                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Organisation Name or Name of Submitter                                                                                                            |                                                |          | Emma Kelly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                          | Section Ref.                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Submission by Niall Subway MRICS, MSCSI, FCIARbM.MII, Subway and Company Limited Chartered Surveyors on behalf of Emma Kelly, 4 Harcourt Terrace. |                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3                                                                                                                                                 | Compulsory Purchase and Supporting Information | 2        | <p>In respect of the draft Order I would point out that reference is consistently made to the schedules which are not attached. In particular in part three makes reference to several schedules which are meant to indicate the lands being acquired. Again without these schedules and plans it is not possible for us to properly identify the lands being acquired and the possible effects on our property .I would also draw the Bords attention to section 7.59 of the Non - Technical summary which states that there is are "limits of deviation during the construction phase . There is no such provision allowed in law. In fact schedule three of the 1966 Housing act states "the compulsory purchase order shall be in a prescribed form and shall describe by reference to a map the land to which it relates and shall incorporate, subject to the modifications here and after mentioned any necessary adaptations" Clearly the documentation provide to date does not meet this legal requirement.</p>                                                                                                                                                                                                                                                                                      | <p>Notification letter CAP_ML_0526_22 issued on 20th of September 2022 at 4 Harcourt Terrace includes relevant extracts from the Book of Reference to the plan, indicating the identity of the owners and of the occupiers of the lands described in the Plan. The unique land take referencing and numbering for 4 Harcourt Terrace is "ML6E-U22".</p> <p>The book of reference - third schedule (substratum land which may be acquired) for 4 Harcourt Terrace (ML6E-U22) is attached to the above mentioned notification letter. Relevant extracts of plans (including maps or drawings) which indicate the extent of the lands or land rights affected were also enclosed to the notification letter and include:</p> <ul style="list-style-type: none"><li>• Individualised Property Details (Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-03768, ML6E-U22), which is the drawing marking out your property (only), which is extracted from the below property plan.</li><li>• Property Details Hatch Street Lower to Grande Parade (Plan drawing no. ML1-JAI-BOR-ROUT_XX-DR-Y-01097, ML-P 306 E-O), which shows the extent and types of land acquisition that TII proposes to acquire to facilitate the construction, operation, and maintenance of the MetroLink project along the section of the route close to your property.</li><li>• Alignment Long Section 18 (Plan drawing no. ML-LN O-O18), which shows the indicative depth of the tunnel along the section of the route close to your property.</li><li>• General Arrangement Hatch Street Lower to Grande Parade (Plan drawing no. ML-RO 306 E-O), which shows the general arrangement of the tunnel along the section of the route close to your property.</li></ul> <p>The drawings in the third schedule show the lands to be acquired with different shading used for temporary, permanent and substratum acquisitions as outlined on the legand. There will be no compulsory acquisition outside the shaded area. The shaded areas include all of the area required to construct and operate MetroLnk, allowing for any variation within the Limits of Deviation.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> |
| 4                                                                                                                                                 | Substratum Definition                          | 2        | <p>The documentation supplied to date makes reference to acquiring substratum. There is no definition supplied as to what this is. Is it measured from the top or the bottom of the Tunnel? When they say the surface what do they mean, is it the floor of a basement and what consideration has been given to any structures with piled foundations or underground car parking? One can only presume that TII will attempt to rely on rule 17 as introduced by section 48 of the Planning and development (strategic infrastructure)Act 2006 which states "the value of any land 10 meters or more below the surface of that land shall be taken to be nil, unless it is shown to be of a greater value by the claimant". All the other rules for the assessment of compensation are based on the open market Value of the lands , which can be determined by an Arbitrator in default of agreement. It is simply not credible that legislation can be introduced where the state has in essence predetermined a nil Value to part of someone's property. In deed even in the case of a half road bed which is controlled by a local authority this is not the case. We would ask that the Bord should seek legal clarity from the Courts as to whether this legislation is Legal in the first instance.</p> | <p>The Metrolink CPO guideline 'metrolink_cpoguideline_final_september-2022' sets out details of substratum acquisition and how this is measured. To summarise substratum is defined as the layer of earth which is 9 metres below ground level.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Submission No.                                                                                                                                    |                        |          | 085                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Organisation Name or Name of Submitter                                                                                                            |                        |          | Emma Kelly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Item No.                                                                                                                                          | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| 5                                                                                                                                                 | Substratum Definition  | 3        | The lack of detailed design drawings means that we have no indication of where the top of the Tunnel will be in relation to the underside of our basement floor level of our property or any foundations. This will have serious implications for the property in terms of risk from Vibration during the works and also when the Rail is operational, and also in relation the possible interpretation of rule 17, as referred to previously.                                                                                                                                                                                                                                                                   | <p>Relevant preliminary design drawings (alignment longitudinal section, general arrangement, property details) have been issued to 4 Harcourt Terrace property - please refer to Item no. 3 above. Please note that these drawings show that the top of the tunnel is over 17m below ground level. It should also be noted that the tunnel as proposed is under Harcourt Terrace and hence not directly beneath your building.</p> <p>With regards to your concerns related to potential vibration impacts, EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, 14.4 Section AZ4 Northwood to Charlemont, presents the predicted day and night VDV levels (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) for TBM passage during construction phase and for railway operation, with the results for 4 Harcourt Terrace summarised below:</p> <ul style="list-style-type: none"><li>• The predicted day and night levels of groundborne vibration during TBM Passage are 0.256ms-1.75 (VDV day) and 0.215ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels presented in EIAR Chapter 14.2.1.2.3 Vibration from Construction Sources other than Blasting, meaning that no significant impact is expected on the property as a result of vibrations during TBM passage.</li><li>• The predicted day and night levels of groundborne vibration during railway operation are 0.007ms-1.75 (VDV day) and 0.004ms-1.75 (VDV night). Both of these values are lower than the VDV Threshold Levels presented in EIAR Chapter 14.2.1.2.4 Vibration from Operation, meaning that no significant impact is expected on the property as a result of vibrations during railway operation.</li></ul> |  |
| 6                                                                                                                                                 | Appropriate Assessment | 3        | We also note that the Historic nature of Harcourt Terrace doesn't feature anywhere in the non -Technical summary not even in section 10.17 of the non -Technical summary which purports to deal with Archaeology and Cultural Heritage. One can only conclude that it has not been considered in TII's deliberations in relation to possible effects on a architecturally significate part of Dublin.                                                                                                                                                                                                                                                                                                            | <p>The Non-Technical Summary document summarises in non-technical language the Environmental Impact Assessment Report (EIAR), including the likely significant effects identified, the mitigation and monitoring measures proposed, as well as any residual effects arising from MetroLink that have been identified during the Construction and Operational Phases to inform the planning consent process. The specific chapters of the EIAR present details on the impact assessment of the MetroLink Project on the receiving environment during the Construction Phase and Operational Phase. In this sense, the EIAR Chapter 26 (Architectural Heritage) describes and assesses the likely direct and indirect significant effects of the proposed Project on Architectural Heritage. The protected structure status of the building is known (see Table 26.25: Architectural Heritage Constraints from St Stephen's Green Station to Charlemont Station) hence your property has been subject to impact assessment and the results are presented in the Section 26.5.4.15 St Stephen's Green Station to Charlemont Station. According to the findings of impact assessment, no direct impacts on architectural heritage is predicted during Construction Phase in this section of the study area. No direct or indirect impacts on architectural heritage is predicted during Operational Phase.</p>                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 7                                                                                                                                                 | Appropriate Assessment | 3        | In relation to Section 10.12 Soils and Geology, in the non-technical summary. It is our view that it is far too vague, so as to be of little use when considering possible impacts on our property. We would like to put on record that there is a granite rock seam which runs through the lands adjacent to Harcourt Terrace and our property which will in our view constitute a risk of damage occurring to our property, especially during the works. This would appear not to have been considered. We also that there is a underground river called the river Steyne which flows below the Terrace, similarly, there has been no cognizance or consideration of this demonstrated within these proposals. | <p>As stated above the Non-Technical Summary document summarises in non-technical language the Environmental Impact Assessment Report (EIAR), including the likely significant effects identified, the mitigation and monitoring measures proposed, as well as any residual effects arising from MetroLink that have been identified during the Construction and Operational Phases to inform the planning consent process.</p> <p>The local geological conditions were considered (including the presence of River Steyne/Stein) and presented in detail in the EIAR Chapter 20 (Soils and Geology of the EIAR). Furthermore, EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The settlement contours calculated were used to undertake the buildings damage assessment and take account of the prevailing ground conditions. Properties along Harcourt Terrace have been assessed in the very slight damage category. The assessments include for property basements. Please refer to building B149 in table 5.2 of Appendix A5.17 and to section 4.3.2 for an explanation of the Building Damage Categorisation.</p> <p>Currently, your property is assessed at Damage category 2 or below. The damage categories are described in section 4.3.2 of the EIAR Appendix A 5.17, Building Damage Report. However, it is important to recognise that as your property is designated a 'special' building (designated protected structure) it will be further assessed (Phase 3) at the detailed design stage to verify the impacts.</p>                                                                                                                                                                                 |  |

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| Submission No.                                                                                                                                    |                        |          | 085                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Organisation Name or Name of Submitter                                                                                                            |                        |          | Emma Kelly                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                          | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                   |                        |          |                                                                                                                                                                                                                                                             | <p>The Phase 3 assessment will take account of final design and construction methodology details. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Furthermore, as 4 Harcourt Terrace building is a designated protected structure and, as referred to EIAR Chapter 26, where the built heritage structures are in the vicinity of the proposed tunnelling these buildings will be included in the Property Owner Protection Scheme (POPS), whereby they are to have condition surveys carried out prior to the commencement of tunnelling and again after completion. In those cases where the POPS survey identifies that damage has occurred as a result of the tunnelling works repairs are to be to be prepared in accordance with method statements prepared by the POPS Conservation Architects and approved where necessary by the MetroLink Project Conservation Architect (PCA). Further detail on the POPS process can be found in Chapter 26 (Architectural Heritage), Chapter 21 (Land Take) and Chapter 11 (Population &amp; Land Use) of the EIAR.</p> |
| 8                                                                                                                                                 | Appropriate Assessment | 3        | For the reason stated above we feel that the Bord should reject the draft order as submitted and also on the basis that the acquisition of our lands would constitute a breach of my Clients constitutional right to the quiet enjoyment of their property. | TII do not believe that granting of the Railway Order breaches the submitters clients constitutional rights.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9                                                                                                                                                 | Conclusion             | 4        | In conclusion we would request that in any decision the Bord makes they should direct that my Clients costs, incurred in dealing with this matter should be discharged by the TII.                                                                          | TII do not believe the requested condition is appropriate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Submission No.                                                                                                                                           |                                                                     |          | 087                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                     |          | ESB Telecoms Limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 1                                                                                                                                                        | 2. Ballymun 38KV Substation and Telecoms Compound                   | 6, 7, 9  | ESBT support the route of the proposed Metrolink however with specific reference to the construction techniques would wish to emphasise that the integrity of the Grid and in particular electricity supply to our Ballymun telecoms site must be maintained ensuring that any disruption and outages to the site are prevented.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | As presented in Chapter 22 (Infrastructure and Utilities), where there is interaction between the proposed Project and existing infrastructure, such as the Ballymun telecoms site, the locations of the interactions have been identified and planned for, and therefore the potential for any service disruption is limited.<br><br>In some cases, planned service disruptions will be required to facilitate the connection of existing services to the newly diverted services, In such cases, cognisance of the requirements of those premises served by the utility will be taken in determining the type, duration and phasing of the planned disruption. The duration of service interruption will be agreed with the relevant utility provider, in accordance with their service level/business interruption requirements, however in most cases the duration of disruption should be no more than a number of hours. All impacted utilities will be reinstated in accordance with the current standards and specifications for electricity transmission (as specified by ESBT).                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 2                                                                                                                                                        | 2. Ballymun 38KV Substation and Telecoms Compound                   | 7        | During the construction phase of this part of the tunnel, vibration must be contained with prescribed limits to ensure the stability of the telecoms tower and services from the base station generally must not be compromised.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Chapter 14 (Groundborne Noise and Vibration) presents the assessment of vibration during construction of the project. The telecoms mast and base station is in excess of 60m to the east of the edge of the tunnel, where the TBM will progress and more than 150m north of the main station excavation. While some works associated with utility diversions and the proposed grid connection will progress closer to the telecoms mast and base station, the separation distance from the main construction activities with the highest vibration levels mean that there will be no significant vibration levels experienced at the mast site. While predictions of vibration during construction have not been carried out for the mast specifically, predictions have been made for buildings that are closer to the tunnel and are presented in Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results. The nearby Ballymun Library is directly above the tunnel centreline, and the predicted vibration during TBM passage is 0.265 ms-1.75 VDV (Vibration Dose Value), which is well below the threshold level of 1.0 ms-1.75. This threshold level has been defined based human response, which is much lower than levels where there would be concerns for the structural integrity of buildings. Given that the telecoms mast is further from the tunnel centreline, then vibration during TBM passage will be lower at the base of the mast than at the Library. |  |
| 3                                                                                                                                                        | 2.3 Need for Unhindered 24/7 Access                                 | 8, 9     | ESBT authorised staff require unhindered and unrestricted access to all our base station sites, including Ballymun. It is important to emphasise that this requirement also extends to authorised persons acting on ESBTs behalf as well as to our customers and where appropriate contractors working on behalf of our customers. Such access is needed on a 24 hour/ 7 days per week basis to allow not only for routing maintenance, but also any emergency works that may be required. The need to maintain a high degree of security at all times is also imperative in order to prevent trespass, potential vandalism, theft, and safety of all those who enter the base station.<br><br>ESBT would have strong reservations to any use of the wider substation lands that could be required for the construction phase of MetroLink on the basis of safety, security and access; unless absolute assurance could be given that these issues were effectively controlled, and necessary arrangements put in place. | TII acknowledge that Railway Order temporary landtake drawing at the ESBT could be clearer. the site is required only to allow for a grid connection at this location for MetroLink. The provision of this grid connection would be undertaken by a contractor approved by ESB/EirGrid based on a Grid Connection approval. This means that access to this site, security for the site and site safety would be fully within the control of ESB, with no direct MetroLink involvement during the construction phase.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 4                                                                                                                                                        | 2.4 Implications of Temporary Repossession (at Ballymun Substation) | 8, 9     | From a commercial and practical perspective finding and alternative site(s) are often difficult to find particularly in urban areas, where land is either already developed or earmarked for development. The process from site identification, design, planning, procurement, capital costs etc. would give rise to very significant capital costs for ESBT and our customers. Put simply, the cost of disruption would greatly outweigh the short term benefits to be gained through the temporary procession of the site. This would be unlikely to be sustainable particularly on a short term/ temporary basis i.e., covering the construction period for Metrolink.<br><br>ESBT could not therefore support in making the telecoms land available, even on a temporary possession basis, to avoid such significant costs in finding and alternative location(s).                                                                                                                                                   | As outlined in response to item (3) above, the requirement for temporary landtake within the site is for the purposes of a grid connection only. As a result, there is not envisioned to be any requirement for the mast and base station to be relocated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 5                                                                                                                                                        | 2.4 Implications of Temporary Possession                            | 9        | ESBT would also have strong reservations regarding the use of the adjacent substation lands for such uses connected with Metrolink for reasons concerning access, safety and security.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Please refer to response item (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |



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| 1                                                                                                                                                                                           | Site and Impacts of Metrolink | 4        | <p>The property is located in the city centre, Dublin 2, and therefore benefits from excellent access to existing public transport and services. It is acknowledged that the city centre location of the site necessarily means that there may be ongoing construction activity in the area at any given time.</p> <p>However, our client has serious concerns in relation to the identified noise and associated disruption contained with the Railway Order documentation. A “Significant” residual impact is identified to a neighbouring building (Dublin Fire Brigade HQ - located to the west on Townsend Street). Whilst this impact is noted as being temporary, there is no clarity or estimate provided beyond this in relation to the duration of these works.</p>                                    | <p>The plot of land adjacent to Dublin Fire Brigade HQ currently contains no building, and so has not been assessed by TII's noise and vibration model. The building 155 Townsend Street is in a similar position in relation to the tunnel route, and so the model results for this building provide a useful indication of potential impact at this location.</p> <p>EIAR Appendix 14.5 Groundborne Noise and Vibration and Blasting Results presents the predicted noise and vibration levels during TBM Passage for various sensitive receptors. The predicted groundborne noise during TBM passage beneath the building 155 Townsend Street is 50 dB LASmax, which is above the Threshold Level of 45 dB, resulting in a significant impact for occupants of any future building that might be present for the limited duration of TBM passage. The predicted groundborne vibration during TBM passage beneath the building 155 Townsend Street is 0.269 ms-1.75 VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) which is below the threshold of 1.6 ms-1.75 VDV for offices and commercial buildings and also below the threshold of 0.8 ms-1.75 VDV for more sensitive uses. There is therefore no significant impact for groundborne vibration expected at this location.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source, but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known. This is detailed in section 6.2 of EIAR Appendix A5.1 Outline CEMP.</p> <p>EIAR Chapter 13, Airborne Noise and Vibration includes an assessment of airborne noise and vibration from the construction of nearby Tara Station. Chapter 13 presents the predicted airborne noise impacts, including Table 13.66 which summarises the noise impacts from the construction of Tara Station. This includes receptor 15 on Townsend Street in the location of this plot of land where the predicted impact is Moderate to Significant and Significant to Very Significant impact during some of the work phases.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the local authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> |
| 2                                                                                                                                                                                           | Site and Impacts of Metrolink | 5        | <p>Our client also has a concern in relation to the assessment and quantification of the impacts contained within the submitted documentation, as our client's property (and the permitted and future buildings to be constructed thereon) has not been specifically assessed, only a neighbouring building. This is especially concerning given that the proposed alignment runs directly under our client's property.</p> <p>The Railway Order applies for a vertical deviation of 5 metres. Whilst it is understood a deviation may be required due to detailed design or conditions encountered, the result of such a deviation in relation to the subject property is potential clashes with substructure and increased impacts arising in relation to noise, vibration and associated building damage.</p> | <p>The assessed impacts of groundborne noise and vibration, and construction generated ground movements on Espirit Investment Limited properties are summarised below.</p> <p>Groundborne Noise and Vibration (EIAR Appendix 14.5 Groundborne Noise and Vibration and Blasting Results)</p> <ul style="list-style-type: none"><li>• 155 Townsend Street - please refer to response (1) above for construction.</li></ul> <p>During operation the predicted groundborne noise at the nearby 155 Townsend Street is 33 dB LASmax, below the threshold of 40 dB LASmax; and vibration is 0.008 ms-1.75 VV day and 0.005 ms-1.75 night, also below thresholds for residential receptors of 0.8 ms-1.75 VDV day and 0.4 ms-1.75 VDV night. As such, no adverse impacts during the railway operation are predicted.</p> <ul style="list-style-type: none"><li>• 15 Shaw Street: The predicted groundborne noise during TBM passage is 44 dB LASmax, which is below the threshold level of 45 dB, resulting in no significant impact for groundborne noise at this location. The predicted groundborne vibration during TBM passage is 0.191 ms-1.75 VDV which is below the threshold of 1.6 ms-1.75 VDV for offices and commercial buildings and is also below the threshold of 0.8 ms-1.75 VDV for more sensitive uses. There is therefore no significant impact for groundborne vibration expected at this location.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|                                                                                                                                                                                             |              |          |                                                                    | <p>During operation the predicted groundborne noise is 23 dB LASmax, below the threshold of 40 dB LASmax; and vibration is 0.003 ms-1.75 VV day and 0.002 ms-1.75 night, also below thresholds for residential receptors of 0.8 ms-1.75 VDV day and 0.4 ms-1.75 VDV night. As such, no adverse impacts during railway operation are predicted.</p> <p>• 33 Pearse Street: The predicted groundborne noise during TBM passage is 50 dB LASmax, which is above the Threshold Level of 45 dB, resulting in a significant impact for limited duration while the TBM passes. The predicted groundborne vibration during TBM passage is 0.27ms-1.75 VDV which is below the threshold of 1.6 ms-1.75 VDV for offices and commercial buildings, and also below the threshold of 0.8 ms-1.75 VDV for more sensitive uses. Therefore no significant impact for groundborne vibration is expected at this location.</p> <p>During operation the predicted groundborne noise is 34 dB LASmax, below the threshold of 40 dB LASmax; and vibration is 0.008 ms-1.75 VV day and 0.005 ms-1.75 night, also below the thresholds for residential receptors of 0.8 ms-1.75 VDV day and 0.4 ms-1.75 VDV night. As such, no adverse impacts during the railway operation are predicted.</p> <p>• 36/37 Pearse Street: The predicted groundborne noise during TBM passage is 49 dB LASmax, which is above the Threshold Level of 45 dB, resulting in a significant impact for limited duration while the TBM passes. The predicted groundborne vibration during TBM passage is 0.257ms-1.75 VDV which is below the threshold of 1.6 ms-1.75 VDV for offices and commercial buildings, and also below the threshold of 0.8 ms-1.75 VDV for more sensitive uses. There is therefore no significant impact for groundborne vibration expected at this location.</p> <p>During operation the predicted groundborne noise is 34 dB LASmax, below the threshold of 40 dB LASmax; and vibration is 0.008 ms-1.75 VV day and 0.005 ms-1.75 night, also below thresholds for residential receptors of 0.8 ms-1.75 VDV day and 0.4 ms-1.75 VDV night. As such, no adverse impacts during the railway operation are predicted.</p> <p>The management of TBM groundborne noise for 33 and 36/37 Pearse Street, and general construction noise and vibration will be in accordance with response (1) above.</p> <p>As explained by EIAR Chapter 14 (Ground-borne Noise and Vibration), section 14.4.2.6 Section AZ4 Northwood to Charlemont and summarised above, the predicted operational noise and vibration for these buildings will not exceed the groundborne noise and vibration thresholds, and therefore no adverse impacts during the railway operation are predicted within the area of Espirit Investments Limited properties.</p> <p>Settlement / Ground Movement Impact<br/>An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out. The approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed beneath these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements on properties. Table 5-2 outlines the results of the Phase 2a Building Damage Assessment conducted on representative buildings along the proposed tunnel alignment, including for buildings within your property (B-50 demolished - 155 Townsend Street, B-45 O'Neills Whiskey Bonders and B-46 O'Neills Town House - 36/37 Pearse Street, B-48 The School Tour Company - 32/33 Pearse Street). Tables 5-2 shows that B-45, B-46 and B48 buildings have been assessed as falling within the "Very Slight/Negligible damage" categories. B50 has been demolished. 15 Shaw Street is outside of the zone of influence and hence not impacted by settlement. The damage categories are described in section 4.3.2 of the EIAR Appendix A 5.17, Building Damage Report.</p> |

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|                                                                                                                                                                                             |                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Given the importance of these Pearse Street properties, they are designated as 'special buildings' which means they will be taken forward for a Phase 3 Assessment at the detailed design stage of the Project. The Phase 3 assessment will take account of final design and construction methodology details, and each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements. This is detailed in section 4 of EIAR Appendix A5.17 Building Damage Report.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order. TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> <p>For assessment of the "the permitted and future buildings to be constructed thereon" referred to by this observation, please refer to response (3) below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3                                                                                                                                                                                           | Land use Zoning | 6        | <p>The property is zoned Z5 'City Centre' under the 2022-2028 Development Plan, with an objective <i>"To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity."</i> The Draft Development Plan further states in relation to Z5 lands that <i>"The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community and which sustain the vitality of the inner city both by day and night."</i></p> <p>The subject property will be occupied by mixed-use buildings including retail and office uses, one of which has been granted permission under Reg. Ref. 4778/19 and 2877/21, and is therefore achieving the zoning objective for the property. It is important that any proposed construction works under the building are minimally disruptive and cause no damage to the structure.</p> | <p>Please refer to response (2) above that summarises the assessed impact on existing buildings, noting no structural damage is predicted. A programme of environmental monitoring will be undertaken, that will include noise, vibration and ground movement, with predetermined monitoring trigger levels set to ensure that environmental limits are not breached. Pre and post construction condition surveys, as well as baseline monitoring pre-construction of MetroLink will be undertaken, and in the event of any damage occurring that is attributed to MetroLink, TII will fund the cost and arrange for any necessary repairs. This is outlined as part of the Property Owners Protection Scheme for residential properties, for which further details can be found in Chapter 11 (Population and Land Use) section 11. 6.1.1.</p> <p>With regards to future development, 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.</p> <p>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> |

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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF ESPRIT INVESTMENTS LIMITED IN RELATION TO PROPERTY AT TOWNSEND STREET AND SHAW STREET, 32-33 PEARSE STREET, AND 36-37 PEARSE STREET, DUBLIN 2. |                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 4                                                                                                                                                                                           | Engineering Considerations | 6        | <p>The proposed works have been reviewed by our client’s engineer, Arup Consulting Engineers. This submission is accompanied by a Technical Note prepared by Arup that reviews the proposed construction works and requests that the Railway Order is structured so as to ensure future buildings are protected in this location. Of note in this report is that the piles to be constructed beneath the basement come within the 5m vertical upward deviation applied for as part of the Railway Order.</p> <p>The accompanying Report by Arup requests:<br/>“We expect that the requirement of deviation of the underground tunnel to be clarified by TII/Metrolink technical team at the location underside of our building, whether this is only for a possible grout injection works that would require. As part of the previous agreements, TII/Metrolink is expected to confirm that the tunnelling works should be cognisant of the as constructed underground structures.”</p> | <p>Please refer to response (2) above regards the use of vertical limits of deviation that are constrained by the presence of existing structures.</p> <p>Please refer to response (3) above that sets out how future developments above MetroLink will be dealt with.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 5                                                                                                                                                                                           | Concluding comments        | 6 & 7    | <p>Our client welcomes the submission of the Railway Order and the sustainable transport benefits which would be delivered; however, construction and operational impacts should be carefully managed to minimise the effects on the landholdings in the vicinity of the proposed metro. The upward vertical deviation of 5 metres applied for in the Railway Order, if utilised would conflict with constructed piles underneath our client's property.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>The above responses cover the assessed environmental impacts on these buildings, how the vertical limits of deviation will be availed of where there are existing structures constraining their application, and how future developments in the vicinity of the proposed and constructed MetroLink infrastructure will be dealt with.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 6                                                                                                                                                                                           | Concluding comments        | 7        | <p>Our client also reserves the right to maximise the development potential above and below ground of the lands in question. The assessment of compensation would not be limited to the content of this submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>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.</p> <p>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>Compensation for those affected by compulsory purchase will be assessed in accordance with the compensation code. For further information, please refer to: <a href="https://metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf">https://metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022.pdf</a></p> <p>As noted in the EIAR Planning Report, The station box at Tara Street does not restrict the potential of these development sites to deliver high intensity city centre, mixed use development, in line with the DCC zoning objective.</p> |  |

| Submission No.                                                                                                                                                                                        |                   |          | 089                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 1                                                                                                                                                                                                     | Cover letter      | 1        | The submission sets out genuine concerns for the residents in Estuary Court. We understand for a large infrastructure project like the Metrolink, there will always be an amount of disruption however, we believe under the current proposal, Estuary Court will suffer an unproportional amount of disruption and also an enduring impact with the proposed linear park. We would be grateful if you would consider our submission favourably.            | TII welcome your input and responses are provided below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2                                                                                                                                                                                                     | Cover letter      | 1        | We welcome any questions you may have and would also so welcome the opportunity to represent the Estuary Court residents at an oral hearing.                                                                                                                                                                                                                                                                                                                | TII are happy to continue to engage with residents up to and during the Oral Hearing to attempt to resolve outstanding issues whilst continuing to progress the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 3                                                                                                                                                                                                     | Executive Summary | 9        | The TII has submitted the Rail Order plans for the Metrolink route to cut through our housing estate. They propose to take away our safe open green spaces not just for the construction stage but for good, by subsuming them into a public linear park.<br>The proposed works will have a devastating impact on the residents of Estuary Court, not just with the loss of the open green spaces but with the disruption caused by the construction works. | <p>The proposed Project has been designed taking into account the R132 Connectivity Project promoted by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.</p> <p>Further acknowledging your concerns, TII is committed to working with local resident’s groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p> <p>Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none"><li>•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.</li><li>•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 passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</li><li>•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> |

| Submission No.                                                                                                                                                                                        |                   |          | 089                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 4                                                                                                                                                                                                     | Executive Summary | 9        | <p>The residents of Estuary Court do not oppose the Metrolink project, however, we do not believe enough consideration has been given to:</p> <p>1. The re-alignment of the route onto the R132 - See Submission No. 1 - Submission 090</p> <p>2. The long and short-term impact that the proposed works will have on the Estuary Court residents.</p> <p>In the short term there will be significant disruption to the residents of Estuary Court during the construction of the Metrolink. Our close proximity to the proposed works, will be akin to living on a building site for several years. This will have a negative impact on the mental and physical health and wellbeing of all the residents. It is essential that all possible mitigation measures are carried out and that an Independent Consultant is appointed for the residents to monitor and ensure noise and air pollution are kept within acceptable limits, if this proposed plan was to proceed.</p> | <p>For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents (Estuary Court Submission 1) .</p> <p>TII recognise that there will be impacts related to the construction activity on certain communities and will ensure that these impacts are minimised as much as possible. It is expected that there will be no additional significant impacts on the Population during construction other than those detailed in Chapters 9 through to 27 of the EIAR. Section 11.6.1.2 of Chapter 11 (Population and Land Use) outlines the measures to mitigate and monitor impacts as a result of construction activity (including for noise and air quality) and the contractors and TII will be responsible for ensuring mitigation is implemented in full.</p> <p>The appointed construction contractor and Metrolink operator will have to prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p> |
| 5                                                                                                                                                                                                     | Executive Summary | 9        | <p>The proposed loss of our open green spaces during construction would have a severe impact on the young children. They will have no open green space to play. This is not acceptable and at the very least the TII should relocate their proposed satellite compound elsewhere and allow us to retain our bottom green for our children to play.</p> <p>In the long term the TII are also proposing to subsume our green areas into a public linear park, with our boundary wall punctured with access gaps. This will ultimately change the child friendly environment that we live in and create other major issues such as the security of our homes and anti-social behaviour.</p>                                                                                                                                                                                                                                                                                       | <p>See also response numbers (3) and (4) above dealing with the landscaping plans for the area.</p> <p>Details of the requirements and provision of Construction Compounds are given within section 5.3 of the EIAR Chapter 5: MetroLink Construction Phase. Volume 4 Figures, Chapter 5, Metrolink Construction Figure 5.1 Construction Compounds provides details of all the proposed sites along the alignment, noting that the vast majority, with two exceptions, are positioned in "commercial/industrial" designated land.</p> <p>The Satellite compound designated at Estuary Court, opposite the residents will be required for 36 months to undertake the main MetroLink works within the boundary of the site at this location, including:</p> <p>- The cut &amp; cover and retained cut structures.</p> <p>- The reinstatement of the agreed landscape on the completion of the alignment structures.</p> <p>Note that locations of construction compounds proximate to the workface site are essential to achieving the projected programme for the works.</p>                                                                                                                                                                                                                                                                                                    |



| Submission No.                                                                                                                                                                                        |                 |          | 089                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 6                                                                                                                                                                                                     | 1. Introduction | 10       | <p>With the TII's proposed plans, our housing estate will no longer be child friendly, and this will ultimately ruin the little community that has been established here over the last 30 years. This has already caused great stress and anxiety to many of the residents in Estuary Court. While the residents of Estuary Court do not oppose the Metrolink project, we strongly believe that the Metrolink route does not need to come through our estate in the first place (see our Submission No.1 - Submission 090) and secondly if it does have to come through, then the long and short-term impact this will have on the residents must be considered by the TII.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>TII recognise that the proposals can cause stress and anxiety to residents but this will be minimised as much as possible by the implementation of construction and operational mitigation measures and also by communication and provision of regular factual information to residents.</p> <p>It is expected that there will be no additional significant impacts on the Population during construction other than those detailed in Chapters 9 through to 27 of the EIAR. Section 11.6.1.2 of Chapter 11 (Population and Land Use) outlines the measures to mitigate and monitor impacts as a result of the construction activity.</p> <p>The MetroLink Summary Programme is set out in appendix A5.2 to Chapter 5: MetroLink Construction Phase. The construction phase adjacent to Estuary Court is scheduled to be completed in 36 months, after which the area will be reinstated across the new structures and landscaped in accordance with the details set out within the Railway Order Plans\Drawings, or subject to further development and agreement with Residents and FCC (see response number (3) above, thus reinstating the amenity temporarily lost.</p> <p>For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents.</p> |
| 7                                                                                                                                                                                                     | 3. TII Proposal | 16       | <p>The original timeframe provided to us by the TII for using the greens was:</p> <ul style="list-style-type: none"><li>• 2 years for the top green;</li><li>• 6-12 months for the lower green.</li></ul> <p>In Appendix 5.3 of the EIAR - the Construction Programme now shows the following (Fig 3.0 TII Construction Programme of the submission) for the area at Estuary Court 'satellite site' (noting that TII are planning to use our green space for construction activities other than cut and cover construction for 36 months).</p> <p>When considered with the actual cut and cover and open cut construction, the estimated duration through this area is between 51 and 69 months. Given that construction programmes often over-run for projects of this size, we envisage the length of time could easily extend to be a lot longer.</p> <p>This also doesn't allow for the time it would take for the new grass to get established and be suitable for playing on. This would take another year. It is very probable that our top green would be unavailable to the kids for 5 / 6 years and the lower green 4 / 5 years. For the young children of Estuary Court, this could represent half of their lives and a pivotal time for their growth and development. This will have a significant impact on them.</p> | <p>The construction phase adjacent to Estuary Court is scheduled to be completed in 36 months, after which the area will be reinstated across the new structures and landscaped in accordance with the details set out within the Railway Order Plans\Drawings, or subject to further development and agreement with Residents and FCC. Further details of the programme are included in response number (6) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8                                                                                                                                                                                                     | 3. TII Proposal | 16       | <p>We believe it is not fair or reasonable to take away both of our open green spaces. The bottom green is planned to be used by TII as a satellite compound.</p> <p>We believe not enough consideration has been given to the impact this will have on the residents of Estuary Court and it seems like TII have gone with the easy option to take what they can. There is a large satellite compound already planned for Woodies car park which is only a few meters from Estuary Court and there is an alternative option with the Fingal Co. Co. car park very close to Estuary Court that could easily accommodate the requirements above for a satellite compound. Please see Fig 3.1 of the submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>See response number (5) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Estuary Court Submission No. 2- Short and Long Term Impacts of the Proposed MetroLink Route Through Estuary Court |                   |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 9                                                                                                                                                                                                     | 3. TII Proposal   | 18        | To make matters even worse, when the construction works are complete, the TII do not plan to give us back what we currently have. They have proposed re-developing our open greens into a linear park to run up along the R132. The section of park at Estuary Court will have very limited open green space and will be replaced with planting and paths running through it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | As detailed in the EIAR, but subject to further development and agreement with Residents and FCC (see response number (3) above), the proposed Project will provide an integrated series of small local parks complete with play facilities, seating and planting, adjacent to the residential areas and which interconnect to form part of the longer green ribbon proposed alongside the Fingal County Council's R132 proposals. The extensive landscaping is proposed for over the cut and cover sections and linking around open cut sections, following the alignment but also extending into existing open spaces as appropriate in order to provide a comprehensive recreational facility for the adjacent residential communities.<br><br>The nature of the proposed planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. The proposed tree planting will be much more appropriately scaled to the adjacent residential open spaces than the existing predominant tall roadside trees. This proposed section of the R132 extensive landscaping, which is being included as an integral part of the proposed Project within this Local Landscape Character Area (LLCA), will beneficially transform the interconnectedness of this area, across and along the road and with the range of local communities and facilities around the eastern side of Swords. This is particularly so for pedestrians and cyclists. It will represent a significant positive effect of the proposed Project in respect of its broader landscape context and in terms of social and cultural amenity for the town of Swords and its environs. It also represents a major enhancement of the existing landscape condition. |  |
| 10                                                                                                                                                                                                    | 3.1 Boundary Wall | 18 to 20  | The TII originally proposed not to reinstate our boundary wall after the Metrolink construction is complete. They had plans to open up our estate to the public and our green spaces would become part of a public linear park.<br>We have engaged with TII over the last two years and one of our main concerns was the replacement of the wall. We tried our best to express the importance of the wall to our estate and even insisted on having our last meeting on site (dated 4/4/2022) to illustrate this. During this time, the TII put forward a number of proposals however, they all fell short of what we currently have and what will meet the needs of the residents.<br>The proposed plan in the Rail Order now includes for a boundary wall (wall type H) and appears to be in a similar location to our existing wall (to be confirmed).<br>However, the wall also includes for four access gaps in the wall (Fig 3.2 of the submission). This poses a security risk for both our houses and for our and the safety of our children playing on the green.<br>The existing boundary wall is a key component that makes our estate safe and secure while also acting as a noise barrier and along with the mature landscaping aesthetically enhancing our estate. A wall with access points, is not secure for children. The main reason the wall was built by the council in the first place was for the safety of children and this is still relevant today. The residents do not want any access points in it. We believe it is a reasonable request for the wall to be reinstated end to end, like for like. We note the General Arrangement drawing for this area (Fig 3.5 of the submission) in the Rail Order specifies for the existing wall to be replaced. | See response number (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 11                                                                                                                                                                                                    | 3.2 Permeability  | 20 and 21 | As mentioned above, none of the residents in Estuary Court want additional access points in the boundary wall or paths through our greens and as there is no through access to other areas from our estate, we can't understand the logic behind this proposed design. When we queried this with the TII, their answer was 'permeability'.<br><br>We understand permeability in an urban design context to mean 'the ease of movement of people to encourage walking or cycling'. This sounds great in principle however, there is a negative side to permeability and studies have linked higher property crime rates to it and found that the over-provision of poorly used permeability is a crime hazard.<br><br>Another negative impact with Permeability is anti-social behaviour. Highfields Estate in Swords successfully campaigned to Fingal Co. Co. to close access points in their estate due to anti-social behaviour.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | See response number (9) above, with Anti-social behaviour also addressed in response number (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |

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| 12                                                                                                                                                                                                    | 3.3 Walking Route Scenarios         | 21 to 23  | As mentioned previously the Estuary Court residents do not want access gaps in our boundary wall or paths through our greens, however, to try to understand the benefits of permeability through Estuary Court, we set out some walking (or cycling) route scenarios based off the design proposed by the TII (Fig 3.6 Possible Walking Routes Through Estuary Court and proposed scenarios on page 15 of the submission/page 24 of the submission PDF).<br>Based on the above scenarios, there is little to no benefit to the greater community and certainly not big enough to encourage cycling or walking. However, there is a big risk to the Estuary Court community with regards to increased crime and the safety of our children. For us, the risk-benefit ratio does not add up.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | See response number (9) above, with Anti-social behaviour also addressed in response number (3).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13                                                                                                                                                                                                    | 3.3 Public Linear Park              | 23        | After the Metrolink construction works are complete, the TII are proposing to subsume the open green spaces that the residents of Estuary Court have enjoyed and used for over 30 years into a public linear park. When we first met the TII (Feb 2021) their original plan was not to reinstate our boundary wall so our greens would open out to the R132 and be landscaped with shrubs and trees and form part of a public linear park. As mentioned above, they have now agreed to reinstate a wall (fence type H - design to be confirmed) however, they still want to change our open green spaces to form part of the linear park with shrubs and trees and paths running through it. While this sounds lovely and looks good on a drawing, it would only leave an open green strip approximately 15m wide at the bottom green running along the estate road. This would be completely unsuitable for any type of ball games to be played here.<br><br>We note that Section 7.5. 6.4 of the Non-Technical Summary sets out that <i>where possible, all playing pitches that are impacted during the Construction Phase</i> will be reinstated with improved facilities following completion of the Construction Phase.<br>We find it unacceptable that the TII will reinstate playing pitches with improved facilities however, they won't even reinstate our small open play areas that are so essential to all residents, particularly children and pet owners. | See response number (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14                                                                                                                                                                                                    | 3.4 Linear Park Planning Permission | 23 and 24 | The TII are proposing to have a linear park all along the R132. In Estuary Court, they are changing the open greens within our curtilage into parkland with paths running through it. In our view that's a material change of the use of this land and we would expect to see that clearly set out in the Draft Rail Order document. However, there is not one mention of a linear park in the Draft Rail Order document or the 1st schedule with work descriptions.<br>There is landscaping included in the Rail Order which you would expect as part of the Metrolink project however, we believe installing a public linear park is more than just landscaping. Landscaping would typically be part and parcel of construction projects; a linear park is certainly not. You don't need a linear park for the construction of the Metrolink and we would question if this is outside the scope of the Metrolink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | As detailed in the EIAR, but subject to further development and agreement with Residents and FCC (see response number (3) above), the stations at Estuary, Seatown, Swords Central and Fosterstown will be connected by landscaping proposals provided as part of the proposed Project along the R132 whereby it will be possible to walk or cycle along its approximate 5km route. The public realm areas around these stations are defined by the station architecture and the necessity for a plaza arrival area to the front of each station. The public realm around the stations, in conjunction with the amendments to the R132 layout as part of the R132 Connectivity Scheme, interfaces with the surrounding urban framework. The public realm design for these stations has been developed around access points and desire lines for both cyclists and pedestrians to access the stations. Through the explorations of these access movements, the landscape design elements were created, and these form the main elements of the landscape design.<br>A landscape design, integrating the proposed stations with its surrounding areas is a necessary and normal element in the designs of these types of schemes. As noted below, all proposals here are in line with planning policy and have been developed in conjunction with FCC. Ultimately ABP will adjudicate on what is appropriate for the scheme.<br><br>Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order (Chapter 27 Landscape and landscape drawings, sheet 6 of 13 from Railway Order Plans\Drawings) have been developed in consultation with Fingal County Council. The proposal aims to improve community connectivity through the development of the linear park linking all of the stations with the community in an open setting. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.<br>While described in the Planning Report as a being of the nature of a linear park, the landscape proposal comprises a series of connected areas of public realm with separate and distinct character provided through common landscape design principles. |

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| 15                                                                                                                                                                                                    | 3.5 Zoning of Estuary Court Greens | 24 and 25 | <p>The TII's Planning Report sets out the different planning zones of the lands impacted by the Metrolink, the objectives of the zoning and the compliance the project has within the zoning. The Report sets out the following regarding Estuary Court: ".....</p> <p><i>3. The OS zoning affected is primarily comprised of lands set aside to provide amenity as part of established residential communities. The works proposed in these locations reinstate amenity use for the existing residents and the wider Fingal population, and as such complies with OS zoning.</i></p> <p><i>4. The lands affected are not an essential element of the overall integrity of the developed residential development. As such, the use of the lands for railway infrastructure is compatible with the land use zoning at this location. "</i></p> <p>On point No. 3 and 4, we strongly disagree with the TII's view that they comply with the OS zoning. The TII do not intend to reinstate the amenity for existing residents and the lands affected (i.e., our greens) are clearly an essential element of the overall integrity of our developed residential development (i.e., Estuary Court). The greens are integral to our estate being a child friendly estate. Without them it would change the whole dynamic of the estate. Based on the above, there seems to be a mismatch between what the TII are saying in the Planning Report and what they are planning to do in reality.</p> | <p>The residential element of the area is not significantly affected by Metrolink in its operation stage. The open space associated with the development will remain in open space use post construction.</p> <p>While the layout of the open space changes following construction, the nature of the use remains one which provides amenity to the residents of Estuary Court and the wider Fingal community, and as such complies with the OS zoning.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 16                                                                                                                                                                                                    | 4. Concerns About Property Damage  | 26 to 28  | <p>There is a major concern in Estuary Court about potential damage to our properties during construction works. The Estuary Court site was originally low-lying land and it was built up with builders rubble / soil in the 60's and 70's. There is a stream running underground through the site. When the houses were built there was an issue with subsidence and several houses had to be underpinned. There is still evidence of settlement around the estate with structural cracks on both end walls. For the purpose of this report a survey was not carried out and the photos from Figure 4.1 of the submission are just an example of structural cracks that are readily visible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |  |
| 17                                                                                                                                                                                                    | 4. Concerns About Property Damage  | 28        | <p>There is also a concern with our central heating systems. The copper pipes were laid into the concrete ground floor slabs. With the vibration of the piling works and rock breaking, there is a concern that this will cause movement to the floor slab and potentially leaks to the central heating piping.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>See response to item (16) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |

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| 18                                                                                                                                                                                                    | 4.1 Property Owners Protection Scheme | 28       | The TII have set up a Property Owners Protection Scheme. This is for property owners that are within 30m from the edge of the Metrolink alignment and it stays in place for 12 months after the opening of the Metrolink. At first glance, it would appear that 4 houses in Estuary Court are within 30m range and would be eligible for the scheme. Given the previous subsidence issues in Estuary Court, we believe the scheme should be extended all the properties in Estuary Court. | See response to item 16 above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 19                                                                                                                                                                                                    | 5. Concerns during Construction       | 29       | Air pollution - This can affect our health and wellbeing. This will need to be monitored independently to ensure it is within safe limits for the residents and reports made available to the residents if required. There is also the issue of dust dirtying our cars and windows of our houses.                                                                                                                                                                                         | <p>Chapter 16 (Air Quality) of the EIAR presents a comprehensive and detailed assessment of air quality. The assessments carried out include for predictive modelling to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase and further assessment will be required as the project develops to ensure that the proposed construction and operation of the proposed Project is in line with that presented in the EIAR and any requirements of a Railway Order, if granted.</p> <p>Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities between Estuary and Seatown station sites from Demolition, Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for Estuary to Seatown site being:</p> <ul style="list-style-type: none"><li>- Demolition - Medium.</li><li>- Earthworks - Large;</li><li>- Construction - Large;</li><li>- Trackout – Large;</li></ul> <p>This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan.</p> <p>Before commencing relevant works, an Air Quality Management Plan will be prepared, considering the air quality assessment undertaken and any conditions imposed by An Bord Pleanála, and submitted for approval to Fingal County Council. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite between Estuary and Seatown.</p> <p>Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</p> |
| 20                                                                                                                                                                                                    | 5. Concerns during Construction       | 29       | Dirt from the construction works - As with any construction project, there will be dirt created and this will be dragged onto the roads. There is also the risk of the piling slurry, concrete run off etc. leaking out under the hoarding and into our estate. We will require assurances that any dirt that comes from the construction activity whether it is airborne or on the ground is cleaned off our roads and properties.                                                       | <p>A Dust Management Plan (DMP) will be developed for the project as outlined in Table 6.3 of Section 6.3 of the CEMP (Appendix A5.1 to the EIAR). The DMP will include details of potential dust generating activity, monitoring and visual inspections arrangements, trigger values for dust and control measures to manage. Such measures will include engagement with the local authority and local community groups to identify and manage any local issues. There will be regular road cleaning in the area surrounding works compounds to ensure that the road network is kept clean and that dirt does not accumulate on these roads. Refer to Appendix A16.4 for further details.</p> <p>See also response number (19) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| 21                                                                                                                                                                                                    | 5. Concerns during Construction | 29       | Increased vermin activity - As large construction projects like the Metrolink disturb habitats for vermin, this will lead to an increase in their activity. This must be monitored and controlled in an agreed fashion by both the Contractor and TII.                                                                                                                                                                                                            | <p>This risk has been assessed in the EIAR and is not anticipated to be a problem.</p> <p>Section 10.5.1.10 of Chapter 10 (Human Health) states the following:<br/><i>Rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE) when handling infected animals are important actions for prevention of Leptospirosis (or Weil's Disease). While rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. It could be argued that with the rodent control policies in place, there will be a reduction in the level of rodents and the subsequent risk associated with Leptospirosis. Because there will be no increase in vermin numbers and more likely a decrease because of vermin control measures there will be no increase in vermin transmitted disease over and no significant adverse effect on human health.</i></p> <p>As with other Environmental items the following monitoring procedure is noted in the CEMP:</p> <p><i>Mitigation and monitoring will be carried out in accordance with the requirements of the EIAR and NIS so that construction activities are undertaken in a manner that does not give rise to significant negative effects. Suitable monitoring programmes will need to be developed, implemented, documented and assessed in accordance with the specification outline in the detailed CEMP(s). The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. The contractor(s) will be required to inform TII of any continuous exceedances of criteria.</i></p> |
| 22                                                                                                                                                                                                    | 5. Concerns during Construction | 29       | Dangers from heavy plant and construction machinery - There is a big safety concern for vulnerable pedestrians (e.g., children, elderly, people with special needs) with the amount of heavy machinery operating and moving around in this area. There must be clear safe routes provided for pedestrians and flag men used at all crossings, entrances and exits to work areas. The construction areas must also be fully secure so children cannot gain access. | <p>The health and safety of workers and all members of the public is of the highest priority to TII.</p> <p>The works are segregated from the public within the site areas as described. Construction phase traffic management plans will be produced by the contractor and the measures included will be enforced by TII. There will also be public information campaigns in advance of the works, to ensure the public are aware of upcoming works. A Project Construction Traffic Forum will also be set up with relevant stakeholders, including FCC who will address any concerns around construction traffic. Compounds will be secured with appropriate site hoarding and 24hr security to prevent access.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



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| 23                                                                                                                                                                                                    | 5. Concerns during Construction | 29 and 30 | Traffic management on Seatown road and R132 - A lot of children in Estuary Court and estates further down the Seatown road walk to school. They use the existing pedestrian bridge to cross the busy R132. The TII plan to remove this bridge and not replace it. The school children will now also have to cross the construction area for the proposed route. Safe routes for children walking to school must be provided. We would like to see the traffic management plans for this and also have a liaison officer assigned who the residents can consult with on any traffic issues. It will also be important to know how the traffic will be managed crossing between the Seatown road and the R132. | <p>Appendix A9.5 Scheme Traffic Management Plan which details the impacts on all road users throughout the construction phase, with section 5.2.6.3 detailing the impacts of traffic management around Estuary Court. . Prior to the commencement of any construction works, all temporary traffic management measures will be finalised and provided to FCC (and other relevant stakeholders) to ensure significant impacts have been mitigated as much as is practicable.</p> <p>The impacts at this section include the updated lane capacity on the R132 between Estuary Junction and Seatown Junction to accurately reflect the temporary traffic management. The impacts captured also take cognisance of the TTM in place for Estuary Station and Estuary Junction. At this section along the R132 where there is a slightly reduced capacity on both carriageways, on the southbound carriageway there is a 5% or 6% increase in traffic volume in the morning and evening peak respectively, reflecting a slight impact. On the northbound carriageway there is a more significant increase of 52% in the morning peak and in the evening peak, there is a decrease of 17%. The cause of this redistribution of traffic is the result of the worst-case scenario, where all TTM in the Estuary section is in place in the model and is primarily caused by the restrictions in place at Estuary Junction.</p> <p>There are no notable links showing driver delay as an issue in the immediate vicinity of the R132 crossing works, with a delay of 51 seconds recorded along Seatown Road (minor), westbound during the morning peak and a 64-69 second increase on the west arm approach to Seatown Junction.</p> <p>There is a moderate impact on the network from an increase in HGV movements in the local area. This impact applies to all sites within this section and represents a worst-case scenario for the section. Model results indicate that the worst-case scenario is in the morning peak on the R132 northbound to the south of Estuary Junction and shows an increase of 3% in HGV volume caused by the cumulative construction works in this section, representing a 10-13% share of all traffic.</p> <p>TII recognise that there will be disruption/severance to the road network locally as a result of construction activity. However, an alternative safe pedestrian crossing will be provided prior to demolition of the bridge. To ensure all road users are aware of the change in infrastructure, appropriate warning signs and visibility splays will be provided.</p> <p>Traffic management plans will be put in place during the construction phase and the health and safety of pedestrians is of the highest priority in line with the road user hierarchy in the GDA Transport Strategy.</p> |
| 24                                                                                                                                                                                                    | 5. Concerns during Construction | 30        | Contractor's potentially parking cars in our estate - Designated parking spaces must be provided for the contractors and assurances from them that they won't use any residential areas for parking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Section 9.6.1.1.3 of Chapter 9 (Traffic and Transport) states:<br/>A Construction Sustainable Mobility Plan will be prepared to support and promote sustainable travel for construction staff travelling to and from the proposed Project site. The mobility plan is a management tool designed to encourage construction staff to rethink their travel choices and requirements during construction in order to minimize the adverse impacts on the environment and on the operation of the transport network within the city. It will be an active document that will require to be updated on a regular basis as construction activities take place and will present a series of measures designed to encourage travel to the constructions site(s) in a sustainable way.</p> <p>Additionally, as noted in Appendix A5.1 Outline Construction Environmental Management Plan, all staff and workforce will be encouraged to make their way to site and home from site by public transport, by project specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominated contractor(s) may provide transfer pick-up and drop-off service from suitable public transport hubs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 25                                                                                                                                                                                                    | 5. Concerns during Construction | 30        | Loss of visual amenity - A 4m high hoarding is proposed to be installed along our kerb line giving a claustrophobic feel as you drive into the estate. We understand the extra height hoarding will help mitigate noise and dust however, if the hoarding is in place for many years which the construction programme provided indicates it will be, this will weather and appear shabby.<br>There must be a maintenance plan for the hoarding and assurances that the works in this area are completed as quickly as possible so that the hoarding can be removed. We understand from our discussions with the TII that once the cover goes on the tunnel, reinstatement works can commence above ground.   | Construction site compound hoarding will be regularly maintained to a) ensure it continues to mitigate impacts as required and b) reflects the internal condition of the compound which should be a well-managed, well maintained and tidy site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| 26                                                                                                                                                                                                    | 5. Concerns during Construction                       | 30       | If the project is delayed or stopped after construction has started (e.g., issues with finance or Contractor goes into liquidation) - There must be assurances that the area will not be left as a building site and must be reinstated as soon as possible. A reinstatement fund should be put aside in the event that this happens.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | The MetroLink project received Preliminary Business Case approval from Government in June 2021. Work will commence once the statutory planning process has been completed and an Enforceable Railway Order is in place. The timescale then envisaged for construction is indicated in EIAR Appendix A5.2 Construction Programme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 27                                                                                                                                                                                                    | 5. Concerns during Construction                       | 28       | The Railway Order Application and in particular the Environmental Impact Assessment Report (EIAR) has identified some of the concerns and set out mitigation measures to be implemented by the Contractor. We believe for some work activities there may be a conflict of interest between the contractor getting the work done and keeping within their limits, in order for transparency and to give the residents some confidence that the Contractor is staying within its limits, we believe an independent consultant should be appointed to the local resident groups in order to monitor and report on noise, vibration, air pollution etc. and they must have the power to stop construction works if the contractor is in breach of the limits. This could be included as a special condition of planning.                                                                                                                                                                                                                                               | <p>TII can confirm that the design and build contractor will be required to design and construct the works in accordance with consent Railway Order and the EIAR for the scheme. The contracts being put in place with potential contractors will be designed to ensure compliance with the consented Railway Order and ensure that the works are carried out in a controlled fashion and do not not exceed the predicted environmental impacts detailed in the EIAR. In addition TII will have a strong supervisory role in the delivery of the contract and will have a strong presence on site to ensure compliance with all relevant standards and constraints.</p> <p>TII as Sponsoring Agency are responsible for the delivery of the MetroLink project. We can confirm that our main aim is to deliver the construction of the scheme in a safe and efficient manner, whilst minimising the environmental impacts of the scheme on property owners during the construction phase. TII therefore does not accept that its main aim is to "reduce construction costs regardless of the negative consequences for property owners"</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 28                                                                                                                                                                                                    | 5.1 Airborne and Ground borne Noise from Construction | 31       | <p>Ground borne noise and vibration can interfere with activities and affect human occupants in many ways. We mentioned above about the risk of structural damage to our properties however, the quality of life can also be greatly reduced and can be impacted primarily through distraction. There is a significant risk of vibrations to the houses in Estuary Court and this can produce secondary noise and or rattling and movement of the houses.</p> <p>The construction program provided does not detail how long the cut and cover section will take at Estuary Court however, it would be reasonable to assume it will be similar to the length of time to the Estuary Court satellite compound for (i.e., 36 months). That's 3 years of putting up with the 'very significant' noise disturbance for 12 hours per day and 6 hours on a Saturday. This will have a serious impact on the health and wellbeing of the residents especially for the residents closest to the works, residents who work shift work / night work or working from home.</p> | <p>The EIAR presents a comprehensive and detailed assessment of both ground borne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>As outlined in section 14.4.1.1 in Chapter 14, there are no predicted significant groundborne noise and vibration impacts predicted for buildings at this location.</p> <p>Section 13.7.1.1.1 in Chapter 13 states:<br/><i>During cut and cover, retained cut works and associated support compounds along the R132, a number of NSL [Noise Sensitive Locations] are identified to remain above the CNT [Construction Noise Threshold] with the inclusion of on-site control measures and enhanced hoarding heights. The duration of works at any NSL is expected to exceed the duration for significant effects during this phase of works. The identified NSLs along this section of work are described in Table 13.86.</i></p> <p>These include receptors at Estuary Court. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy (Appendix A14.6). On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.</p> |

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| 29                                                                                                                                                                                                    | 6. Concerns After Metrolink is Built and Operational | 32       | The construction of the Metrolink in Estuary Court will have a barrier like effect on natural ground water flows. It is very difficult to predict how this will impact Estuary Court, but it is likely to affect the natural flows and there is the potential of rising water table levels and possible flooding.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The proposed Project will result in an increase in the area of impermeable surfaces due to the construction of the track bed, new stations, P&R, depot and other associated infrastructure. To ensure no associated increase in flood risk, the proposed Project developed an overarching Drainage Strategy to ensure the implementation of Sustainable Drainage Measures (SuDS). These measures, which will be further developed through detailed design, are in line with CIRIA SuDS manual C753 (2015), Greater Dublin Regional Code of Practice and associated GDSDS Technical Documents and Fingal CC Blue/Green infrastructure for Development Guidance Note. The proposed measures are designed to ensure no increase in existing runoff rates throughout the proposed new development as a consequence of the works. It is further noted that there is no specific history of flooding at Estuary Court. (See EIAR App18.5 Flood Risk Assessment).                                                                                                                                                                                            |
| 30                                                                                                                                                                                                    | 6. Concerns After Metrolink is Built and Operational | 32       | There are currently many mature trees (30 years) and much landscaping along our boundary wall. If this landscaping must be removed to allow for the construction works, it should be reinstated with as many mature trees as possible. It is also important that there is a maintenance plan in place after the construction has completed to ensure that the trees and landscaping can flourish and grow to an acceptable state in a reasonable amount of time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | See response items (3),(5) and (9) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 31                                                                                                                                                                                                    | 6. Concerns After Metrolink is Built and Operational | 32       | With Estuary Court location very close to the proposed Seatown Station, there is a risk that people will use Estuary Court as a park and ride facility. We would like to liaise with the TII and Fingal Co. Co. on this to agree on the optimum solution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | As detailed in Chapter 06 (MetroLink Operations and Maintenance), the Project has been designed to ensure maximum interchange with other modes of transport, specifically, sustainable modes such as public transport, walking and cycling, rather than private vehicles for those within the station catchment. Overall, the provision of MetroLink will reduce the number of car trips to and from the area, as evidenced in Chapter 09 (Traffic and Transport) and Appendix A9.2-L Seatown Station that there will be a reduction of up to 2,000 car trips to and from the zones within 2km of Seatown Station over the 12hr period, reducing the demand for informal parking around the stations.<br><br>Additionally, the Park and Ride Facility provided at Estuary Station will be less than 1.5km from Estuary Court and therefore anyone wishing to drive to and park in the Swords area is likely to use this facility which will accommodate approximately 3,000 vehicles.<br><br>TII will continue to work closely with FCC post construction to identify and remedy any further difficulties which may arise in relation to this matter. |
| 32                                                                                                                                                                                                    | 7. Conclusion                                        | 33       | The residents of Estuary Court do not oppose the Metrolink project and we acknowledge the significant benefits it will bring to the Swords area. However, we believe the long and short-term impact to the Estuary Court residents must also be taken into account. We believe there are solutions available if the TII are willing to listen. We have set out below some mitigation measures that we would like them to consider.<br>1 . Re-align the Metrolink onto the R132 as originally intended (Please see our Submission No. 1 - Submission 090). This solution would allow us to keep our estate the way it is. By keeping the wall and mature trees, this aligns to the Planning Masterplan for the Seatown area and allows Estuary Court to continue to be a child friendly and healthy urban environment as set out in the Sustainable Swords Strategy 2022. As the works will be further away from our houses, this will also reduce the disturbance from construction and potential damage to our properties. This is our preferred solution and with the big opportunity from the R132 Connectivity project, we believe it warrants due consideration. | For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                                                                                                                                                        |               |           | 089                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 33                                                                                                                                                                                                    | 7. Conclusion | 33 and 34 | <p>2. If there is a robust technical (not just cost or programme length) argument to say the Metrolink cannot be re-aligned to the R132 then the impact of the project on the residents of Estuary Court must be considered. There will be significant disturbance suffered by the residents during construction works so we believe it is fair and reasonable to expect that this should be minimised as much as possible. This could be done by the following actions:</p> <ul style="list-style-type: none"><li>• Do not use the bottom green as a satellite compound. This should be left as it is, so the children have somewhere to play. There are other sites that could be used for compounds.</li><li>• Only take down the section of the wall and mature trees at the top green where the construction activity is carried out. The walls and trees could be left in place at the bottom green.</li><li>• Once the works are complete, replace the boundary wall and landscaping as it currently is.</li><li>• Extend the Property Owner Protection Scheme to all the properties in Estuary Court.</li><li>• Provide a consultant to the residents to independently monitor airborne and ground borne noise impacts.</li><li>• Provide a dedicated liaison officer to the residents to ensure that the contractor complies with working times and other control measures they are required to do.</li></ul> | <p>In relation to the green space and other landscaping issues see items (3),(5) and (9)</p> <p>In relation to POPS see item (16)</p> <p>In relation to liaison officers, TII note that the provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p> |
| 34                                                                                                                                                                                                    | 7. Conclusion | 34        | We would ask you to give due consideration to our concerns and points made above and request the Til to make the necessary changes to ensure the Metrolink project doesn't destroy the Estuary Court community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII will continue to engage with the Estuary Court community and other stakeholders as well as FCC and An Bord Pleanála to progress this important project whilst addressing all concerns where possible to do so within the project constraints.                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Submission No.                                                                                                                                                                                  |                   |          | 090                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 1                                                                                                                                                                                               | Cover letter      | 1        | We believe our submission sets out a robust argument as to why the Metrolink should be re aligned to the R132 and we would be grateful if you could give it due consideration.                                                                                                                                                                                                                                                                                                                                      | TII welcome your input and responses are provided below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 2                                                                                                                                                                                               | Cover letter      | 1        | We welcome any questions you may have and would also so welcome the opportunity to represent the Estuary Court residents at an oral hearing.                                                                                                                                                                                                                                                                                                                                                                        | TII are happy to continue to engage with residents up to and during the Oral Hearing to attempt to resolve outstanding issues whilst continuing to progress the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3                                                                                                                                                                                               | Executive Summary | 9        | <p>The TII has submitted the Rail Order plans for the Metrolink route to cut through our housing estate and two other housing estates along the R132. They propose to take away our safe open green spaces not just for the construction stage but for good, by subsuming them into a public linear park.</p> <p>The proposed works will have a devastating impact on the residents of Estuary Court, not just with the loss of the open green spaces but with the disruption caused by the construction works.</p> | <p>By keeping within the Local Landscape Character Area (LLCA), the proposed MetroLink landscape reinstatement along the R132 between the Estuary and Pinnock Hill Roundabouts provides an integrated series of small local parks complete with play facilities, seating, and planting, adjacent to the residential areas and which interconnects, encouraging pedestrian and cycle use, to form part of the longer green ribbon connecting the broader Swords community with MetroLink and across the R132.</p> <p>The proposed Project has been designed taking into account the R132 Connectivity Project promoted by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.</p> <p>Further acknowledging your concerns, TII is committed to working with local resident’s groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p> <p>Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none"><li>•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.</li><li>•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 passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.</li><li>•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.</li><li>•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.</li></ul> |

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| 4                                                                                                                                                                                               | Executive Summary | 9        | <p>The residents of Estuary Court do not oppose the Metrolink project, however, we do not believe that anything like enough consideration has been given to the impact of which the proposed route will have on the residents and that the decision has been largely based on cost and other engineering grounds.</p> <p>To date the TII have not provided us with a definitive or conclusive reason as to why the Metrolink cannot be re-aligned onto the R132, especially as this road median alignment was the proposal for the previous concept, which was elevated.</p> | <p>Preferred Route Consultation.</p> <p>Having previously consulted with stakeholders along the R132 in 2018 and again in 2019, TII strongly believes that thorough consideration has been given to the impact of the proposed route on residents.</p> <p>In the decision-making process selecting the current route inside the R132 eastern verge, TII would like it noted that in terms of a decision based solely on cost and engineering, the original elevated option in the central median (previously consented under the Metro North Scheme) was the preferred solution to deliver the MetroLink through Swords. However, stakeholder feedback on the visual impact of such an option during the consultation in 2018, prompted TII to find the best below ground economical solution, an open structure, within the business case justifying the MetroLink Route through Swords.</p> <p>The Below Ground Alternative</p> <p>Following feedback received from stakeholders along the R132 during the Emerging Preferred Route consultation in 2018, objecting to an elevated structure in the median, TII considered a number of alternative options for the Preferred Route, including a retained open section proposal in the median of the R132. However, following an options appraisal, a retained open section option in the median was not brought forward into the Preferred Route Consultation in 2019 and for the following reasons:</p> <p>Permanent Impact of the retained open section in the median:</p> <ul style="list-style-type: none"><li>- An increase in permanent landtake along the R132 corridor verge and outside the boundary of the R132 to facilitate the final road alignment past the MetroLink open retained structures and stations.</li><li>- As traffic will be closer to receptors, traffic noise impact would likely increase post construction.</li><li>- Reduced ability to replace amenity loss on completion.</li><li>- Replacing existing verge and greenspace along the R132 with pedestrian and cycle lanes to deliver this option would impact on a greater number of residents.</li><li>- Stations provided in the median at roundabouts would require additional landtake to provide similar at grade access.</li><li>- Stations in roundabouts would provide less opportunity for landscape upgrade.</li><li>- Stations positioned in roundabouts would have less opportunity to achieve an open plaza design concept while ensuring that the station platforms are straight for passenger access operation and control.</li><li>- Utility diversions to achieve a median delivered solution would increase.</li></ul> <p>Temporary (Construction Phase) Impact:</p> <ul style="list-style-type: none"><li>- Increase in traffic disruption and traffic noise impact during construction.</li><li>- Increase in temporary landtake required to facilitate access for construction, diversions of traffic with the assumption that the two-lane c/way and pedestrians and cycle routes would be maintained in both directions.</li><li>- Similar loss of amenity and green landscape during construction.</li><li>- Temporary Property landtake requirements both in the existing road verge and outside the R132 boundary to deliver this option would impact on a greater number of residents.</li><li>- The duration of construction for a median option scheme was longer, impacting further on all receptors along the R132.</li></ul> |  |



| Submission No.                                                                                                                                                                                  |                                                            |          | 090                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 5                                                                                                                                                                                               | Executive Summary                                          | 9        | <p>The R132 Connectivity Project is changing the nature of the R132 road, and this provides a huge opportunity for the Metrolink to be re-aligned onto it. Based on TII's Decision Report and other available documents at the time, there is no evidence that the Connectivity Project was considered when choosing the preferred route option. We believe at a minimum this needs to be re-visited in detail. As such we believe that the EIAR cannot, at this time, be considered a complete document.</p>                                                                                                                                                                                                                                   | <p>A Median Alignment and the R132 Connectivity Project.</p> <p>A similar open retained structure solution in the Median to the one considered in 2019 but aligned to Fingal County Councils R132 Connectivity Project, consented in 2022 would result in the relocation of the proposed stations away from the new junctions at Seatown and Malahide Roundabouts. For an alignment option in the Median, this change would result in similar impacts as described above (response number (4)) together with the following permanent impacts:</p> <ul style="list-style-type: none"><li>- An increase in landtake to divert the R132 around these stations.</li><li>- Less favourable pedestrian at grade access into the stations positioned in the Median.</li></ul> <p>While TII were aware of Fingal County Councils (FCC) intention to urbanise the R132, as set out in the Fingal County Development Plan 2017-2023, the R132 Connectivity plans were only fully materialised on the selection of the MetroLink Route inside the Eastern Verge of the R132, which followed the consultation on the Preferred Route Option in 2019.</p> <p>Subsequently, the plans for which FCC have now received consent involve the upgrading of three existing roundabouts to signalised junctions, the creation of cycle and pedestrian routes in both directions, while maintaining a two-lane c/way incorporating a dedicated bus lane, a reduction to the speed limit and retaining the existing central reserve.</p> <p>Both schemes are key to the development of the Swords area, but as detailed are not mutually dependent on each other for delivery.</p> |
| 6                                                                                                                                                                                               | 1. Introduction                                            | 12       | <p>With the TII's proposed plans, our housing estate will no longer be child friendly, and this will ultimately ruin the little community that has been established here over the last 30 years. This has already caused great stress and anxiety to many of the residents in Estuary Court. While the residents of Estuary Court do not oppose the Metrolink project, we strongly believe that the Metrolink route does not need to come through our estate. We have engaged with the TII over the last 2 years and to date they have not been able to provide a definitive answer as to why the Metrolink needs to come into our estate instead of following the R132 road.</p>                                                               | <p>See response numbers (3), (4) above and (7) below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 7                                                                                                                                                                                               | 2. Impact of Metrolink Route Cutting Through Estuary Court | 13       | <p>The current proposed Metrolink route cuts through the top green of Estuary Court. However, the TII plan to take both of our green spaces for the duration of the construction works. The top green for constructing the cut and cover tunnel through it, and the bottom green for a site compound. They also plan to demolish our boundary wall along the R132 and cut down the mature trees and landscaping along it.</p> <p>At a high level the three the main impacts for Estuary Court of the proposed TII preferred alignment are as follows:</p> <ul style="list-style-type: none"><li>• Loss of open green space</li><li>• Loss of mature trees, landscaping and boundary wall</li><li>• Disruption from construction works</li></ul> | <p>See also response numbers (3) and (5) above.</p> <p>Details of the requirements and provision of Construction Compounds are given within section 5.3 of the EIAR Chapter 5: MetroLink Construction Phase. Volume 4 Figures, Chapter 5, Metrolink Construction Figure 5.1 Construction Compounds provides details of all the proposed sites along the alignment, noting that the vast majority, with two exceptions, are positioned in "commercial/industrial" designated land.</p> <p>The Satellite compound designated at Estuary Court, opposite the residents will be required for 36 months to undertake the main MetroLink works within the boundary of the site at this location, including:</p> <ul style="list-style-type: none"><li>- The cut &amp; cover and retained cut structures.</li><li>- The reinstatement of the permitted landscape on the completion of the alignment structures.</li></ul> <p>Note that locations of construction compounds proximate to the workface site are essential to achieving the projected programme for the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Submission No.                                                                                                                                                                                  |                                                            |           | 090                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                                                            |           | Estuary Court Residents Association (16 Estuary Court, Swords), Submission No 1 (prepared by Barry Arthurs)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| 8                                                                                                                                                                                               | 2.1 Loss of Open Green Space                               | 14 and 15 | <p>The loss of open green space will have a devastating effect on the young children in the Estate. With very small back gardens, the young children will have no green space to play ball games or even run around. The only place the children will have to play is on the road, raising safety concerns. The original timeframe provided to us by the TII for using the greens was:</p> <ul style="list-style-type: none"><li>• 2 years for the top green;</li><li>• 6-12 months for the lower green.</li></ul> <p>When considered with the actual cut and cover and open cut construction, the estimated duration through this area is between 51 and 69 months. Given that construction programmes often over-run for projects of this size, we envisage the length of time could easily extend to be a lot longer.</p> <p>This also doesn't allow for the time it would take for the new grass to get established and be suitable for playing on. This would take another year. It is very probable that our top green would be unavailable to the kids for 5/6 years and the bottom green 4/5 years. This might not seem like a long time to an adult but for the young kids under 10 in our estate, this could be half of their lives and a pivotal time for their growth and development. This will have a significant impact on their young lives.</p> | <p>See response number (7) above.</p> <p>Chapter 11 Population and Land Use Section 11.6.1 also notes the following:</p> <p>Community Relations Officers (CRO's) will be employed during the construction of the proposed Project and contact details will be provided on the proposed Project website so that stakeholders and communities can make contact as required. The CRO's will be responsible for maintaining open, transparent and positive relationship with members of the public, local businesses, groups and organisations affected by the works. Specifically, the CRO's will work closely with Transport Infrastructure Ireland and the appointed contractors to ensure that all effort to address public concerns are made, and to ensure that information on the nature and duration of all works is provided; and ☐ Reinstatement all land as quickly as possible following construction so as to expedite any local disruption and return to existing surface land uses that can be used by the surrounding residents, businesses and communities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 9                                                                                                                                                                                               | 2.1 Loss of Open Green Space                               | 15        | <p>To make matters even worse, the TII do not even intend to give us back what we currently have. After the construction works are complete, the TII want to develop our open greens into a linear park to run up along the R132. Please See Submission No. 2 - Submission 089 for more detail on this.</p> <p>On our first call/meeting with the TII in February 2021 , they presented their plan and informed us that they would be taking over both of our greens. It was evident from this call that no consideration was given to the impact this might have for the residents of Estuary Court. When the question was put to them about where our children could play safely, they had no answer other than to confirm there was no alternative green area proposed for us (See Fig 2.1 - section 3.3 of the submission).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>See response number (3) above</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 10                                                                                                                                                                                              | 2.2 Loss of Mature Trees and Landscaping and Boundary Wall | 15 and 16 | <p>There are mature trees and landscaping along the boundary wall with the R132. The R132 is a very busy road and the mature trees provide a visual and noise barrier. They also aesthetically enhance the estate and provide a secure and pleasant feel. TII's plan is to remove all these trees. Even if the TII replaces these with semi-mature trees it will take 20 years to get back to what we have now. The estate will lose the visual amenity we currently have.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The proposed Project will provide an integrated series of small local parks complete with play facilities, seating and planting, adjacent to the residential areas and which interconnect to form part of the longer green ribbon proposed alongside the Fingal County Council's R132 proposals. The extensive landscaping is proposed for over the cut and cover sections and linking around open cut sections, following the alignment but also extending into existing open spaces as appropriate in order to provide a comprehensive recreational facility for the adjacent residential communities. The nature of the proposed planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. The proposed tree planting will be much more appropriately scaled to the adjacent residential open spaces than the existing predominant tall roadside trees. This proposed section of the R132 extensive landscaping, which is being included as an integral part of the proposed Project within this Local Landscape Character Area (LLCA), will beneficially transform the interconnectedness of this area, across and along the road and with the range of local communities and facilities around the eastern side of Swords. This is particularly so for pedestrians and cyclists. It will represent a significant positive effect of the proposed Project in respect of its broader landscape context and in terms of social and cultural amenity for the town of Swords and its environs. It also represents a major enhancement of the existing landscape condition.</p> |  |
| 11                                                                                                                                                                                              | 2.2 Loss of Mature Trees and Landscaping and Boundary Wall | 16        | <p>The TII originally proposed not to reinstate our boundary wall. They wanted to take over our green spaces as part of a linear park. We have engaged with them on this over the last two years and the proposed plan in the Rail Order now includes for wall type H (not defined). However, they have included access gaps in the wall which makes it ineffective for security and the safety of our children playing on the green. Please see our Submission No. 2 - Submission 089 for further detail on this.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>See response number (3) above</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

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| 12                                                                                                                                                                                              | 2.3 Disruption from Construction Works | 16 and 17 | There will be significant disruption to the residents caused by the construction works. The hoarding will line one side of the road into our estate. The large plant will operate on the other side of the hoarding and in some places could be as close as 10m to the houses. It will be akin to living on a building site every day for a minimum of three years. There will be major disruption such as noise pollution, vibration, dust, piling slurry wash off, traffic restrictions, visual impact and increased vermin. Every resident in the estate will be impacted by the construction works in some form. The first row of houses will be most severely impacted, along with the elderly, people who work night work or shift work and those who work from home. Please see Submission No. 2 - Submission 089 for more detail on this.                                                                                                                                   | As noted here the other submission from Estuary Court residents (#89) raises the same issue. Please see the text within submission response #089 to item numbers: (19) to (25), where the issue raised here is addressed in detail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 13                                                                                                                                                                                              | 3. Discussion with the TII             | 18        | We engaged with the TII over the last few years and had calls and meetings with them. We raised the question on numerous occasions about why the Metrolink can't go on the R132 roadway instead of cutting through our estate. We only ever received short dismissive answers and they never wanted to go any further with it. None of the answers provided gave a satisfactory reason as to why the Metrolink could not be re-aligned onto the R132. The following answers were provided: <ul style="list-style-type: none"><li>• The R132 is not wide enough for a cut and cover construction</li><li>• Decision not to go on the R132 following previous public consultation</li><li>• There are utilities in the way</li></ul>                                                                                                                                                                                                                                                  | See response number (4) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 14                                                                                                                                                                                              | 3.1 The R132 Road is Not Wide Enough   | 19        | The TII raised the point that even if the road was wide enough for the cut and cover tunnel, it wouldn't be wide enough to allow the construction of it. We don't accept this point. If the construction was to be carried out as a "top down" construction, there is very little extra width required. For example, during the construction of the Port Tunnel, the traffic lanes were reduced to the minimum on both sides. It did disrupt and slow down the traffic flow during the construction period however, this does demonstrate what can be done, if required. As a comparison the width of construction area for the Port Tunnel was approx. 35m, the width required for the Metrolink with top-down construction would be approx. 14m. The full width of the road (i.e., from boundary wall to boundary wall) at that section of the Port Tunnel is 42m. This is the same width as R132 at the Swords bypass section (i.e., Estuary Court to Pinnock Hill Roundabouts). | Further to response number (4) above.<br><br>Please note: TII's position on an alignment anywhere in the Median of the R132 is for the alignment to be in a fully open retained structure as there is no engineering reason for it to be covered over in the R132 with the exception of crossing points.<br><br>Construction of the MetroLink in the Median.<br>An open retained structure for the MetroLink alignment is 12m normal alignment and 25m for each of the open station stations. To deliver such a structure in the Median of the R132, requires a site width of 32m generally longitudinally and 45m for each of the stations, noting that the existing c/way is approximately 26m wide, with the R132 corridor including verges approximately 42m, and explains some of the summary of impacts highlighted in response number (4) above.<br><br>Traffic Diversions<br>Two options for creating R132 traffic diversions past the 2km long construction site would then be required:<br><br>1. Maintaining the existing c/way complete with footpaths and cycle routes in both directions would likely require temporary land take outside of the existing boundary of the existing R132, impacting on more residential receptors along the route (amenity loss and traffic noise impacts).<br><br>2. Working within the confines of the existing R132 Corridor, either: <ul style="list-style-type: none"><li>• Maintain 2 lanes of vehicular traffic in both directions within the space available between the existing boundary walls of the R132 and the construction site, with any existing pedestrian, cycle ways or bus stops along the R132 then suspended throughout the construction phase, or</li><li>• An alternative would require a reduction of vehicular traffic to one lane in both directions with cycle/Pedestrian/Bus stops now accommodated.</li><li>• Both of these options would impact traffic locally across the whole Swords locality and would also increase traffic noise impact with all residential receptors along the R132.</li></ul> |  |

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| 15                                                                                                                                                                                              | 3.2 Decision Made Not to go on the R132 based on the Public Consultation | 20 and 21 | <p>One of the original proposals for the Metrolink was for it to run on an elevated structure along the median of the R132 (See Fig 3.3 of the submission). At the public consultation stage there was a lot of negative feedback about this and the visual impact it would have along the route. Following this, it was decided by the TII not to pursue this option.</p> <p>The negative feedback related to the visual impact of the elevated structures (which we agree with) and not the alignment of the Metrolink along the R132. Therefore, we don't believe this is a justified reason as to why the Metrolink cannot be aligned on the R132 with a cut and cover option.</p>                                                                                                                                                                                                                | Please refer to response numbers (4), (5), (13) and (14).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 16                                                                                                                                                                                              | 3.3 Utilities in the Way                                                 | 21        | <p>Another reason that the TII gave to us was that there are utilities running in the central median of the R132 road and these would be in the way of constructing a cut and cover tunnel. There may be utilities in the central median however we don't believe this is a good enough reason to not consider putting it there. Although it may cause inconvenience and additional costs, utilities can be diverted or relocated. This is common for any cut and cover construction in a built-up area and was carried out extensively in Dublin City for the LUAS works.</p>                                                                                                                                                                                                                                                                                                                        | Further to response number (4) above, as you state utilities can be relocated and diverted to suit the construction in the Median. The main utility diversions required to do so are anticipated to be just as complex when compared to other options. However, services running along both verges and in particular a gas main, currently located in the southbound (eastern) verge will likely have to be relocated with the change in highway alignment anticipated around the completed structures. All achievable, but very likely to prolong the works duration and therefore the impacts to residents. Thus this option is much less favourable for utility diversions.                                     |  |
| 17                                                                                                                                                                                              | 4. The Principal Reasons for the Choice of the Preferred Route           | 22        | <p>The Preferred Route Design Development Report (March 2019) set out the following principal reasons for choosing the Open cut on the east side of the R132.</p> <ul style="list-style-type: none"><li>* Lower overall construction costs</li><li>◆ Lower impacts on the landscape and visual amenity</li><li>• Lower potential impacts on traffic along the R132 during the construction phase</li><li>• Improved access to stations.</li></ul> <p>We set out our comments on these reasons as follows:</p> <p>4.1 Lower Overall Construction Costs</p> <p>The construction costs may be lower however, the option of open cut on the east side of the R132 now cuts through three established housing estates. We do not believe lower costs' are a good enough reason to offset the impact that this route will have on all the residents of Estuary Court, Seatown Villas and Ashley Avenue.</p> | Please refer to response number (4) paragraph 2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 18                                                                                                                                                                                              | 4. The Principal Reasons for the Choice of the Preferred Route           | 22        | <p>4.2 Lower Impacts on the Landscape and Visual Amenity</p> <p>As the route along the R132 (Estuary Roundabout to Pinnock Hill Roundabout) is now all below ground there certainly will be a lower impact on the landscape and visual amenity.</p> <p>We agree that the cut and cover / open cut option is much better than elevated or on the surface. However, this would also apply to a cut and cover option on the R132 and far less loss of our direct visual amenity, especially if the road is narrowed as part of the R132 proposals (see below).</p>                                                                                                                                                                                                                                                                                                                                       | See responses numbers (4), (5), (13), (14), (15) and (16).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 19                                                                                                                                                                                              | 4. The Principal Reasons for the Choice of the Preferred Route           | 23        | <p>4.3 Lower Potential Impacts on Traffic Along the R132 During Construction</p> <p>While the option of moving the route to the east of the R132 will potentially have a lower traffic impact, there still will be impacts where the metro crosses the R132 and at the junctions. The R132 Connectivity scheme has plans to change the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users. The traffic will be reduced to 50km/h, and we believe this is an opportunity for the traffic routes to be re-configured to minimise the impact that the construction of the Metrolink might have.</p>                                                                                                                                                                        | As indicated in Appendix A9.5 Scheme Traffic Management Plan, the model scenario used for the assessment of the impact of Project construction works on traffic included the completion of the junction upgrades under the R132 Connectivity Study prior to the commencement of the MetroLink construction works. Temporary traffic management measures for the construction of MetroLink have been developed to minimise the impact of the Project on all road users, and to maintain access to businesses and other premises. A hierarchical approach to traffic management has been adopted with pedestrian/cyclists, public transport and commercial needs provision taking preference over private car usage. |  |
| 20                                                                                                                                                                                              | 5. Opportunity from R132 Connectivity Project                            | 24        | <p>Fingal Co. Co. have been granted permission to proceed with the R132 Connectivity Project.</p> <p>Fingal Co. Co. plan to proceed with these works before the Metrolink works start. The construction of the Metrolink will significantly impact the new proposed R132 where it transverses the road from Seatown Villas into Estuary Court (see Fig 2.0 of the submission) and also at the junctions along the R132. The newly laid road pavement will have to be dug up and reinstated again after the Metrolink works. We believe it illogical for one Public Authority to proceed with the R132 Connectivity Project while a 2nd Public Authority is planning a major Metro project that will cut through the R132 and have a major impact on it. Surely a joint approach would be the best way forward.</p>                                                                                    | <p>Chapter 30 of the EIAR describes the cumulative impacts of MetroLink and other projects, including the R132 Connectivity Project. Where possible, MetroLink contractors will work with other contractors to minimise impacts but due to different programme pressures this is not always possible.</p> <p>As previously stated in response number (5) above, neither project is mutually dependent upon each other. However, should the opportunity arise after an Enforceable Railway Order be granted by An Bord Pleanála, MetroLink will consult with FCC on the timing, interfaces, and management of the delivery of both schemes.</p>                                                                     |  |

| Submission No.                                                                                                                                                                                  |                                               |           | 090                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |                                               |           | Estuary Court Residents Association (16 Estuary Court, Swords), Submission No 1 (prepared by Barry Arthurs)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                                                                                                                                                                        | Section Ref.                                  | Page No.  | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Estuary Court Submission No. 1- Re-alignment of MetroLink route out of family housing estates onto the R132 |                                               |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 21                                                                                                                                                                                              | 5. Opportunity from R132 Connectivity Project | 24 and 25 | We believe it would make more sense for the Connectivity Project be completed in 2 phases: <ul style="list-style-type: none"><li>• Phase 1 - Temporary layout to change the nature of the road to one which functions as a urban street while also facilitating the construction of the Metrolink;</li><li>• Phase 2 - Final layout after the Metrolink cut and cover has completed. This will allow for the permanent reinstatement works to be completed just once. We understand that once the cover has been installed on the rail tunnel, the metro works can continue below in the tunnel while the R132 Connectivity works can be completed in tandem above the ground.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | See response (20)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 22                                                                                                                                                                                              | 5. Opportunity from R132 Connectivity Project | 25        | <p>The Preferred Route Design Development Report (2019) goes into a lot of detail and sets out the positive and negative impacts of each option and the reason why it has chosen option 3 - open cut along east of R132. However, in this report and other TII documents available from that time, there is no reference to the R132 Connectivity Project. This would lead us to believe that either the TII were not aware of this proposed project or else they didn't consider it in their decision making.</p> <p>We believe the R132 Connectivity Project is a game changer for choosing the best option. By changing this road from a fast-moving dual carriageway to a road that functions as an urban street, this offers a massive opportunity for installing the Metro (cut and cover) the whole way around this section of the road. The width required for the new proposed urban street type road is greatly reduced. There is no requirement for a central median, hard shoulder and the grass verges on either side could be reduced in width.</p> <p>The urban street type road could fit in approx. 2/3 of the road and the metro tunnel and construction of it could easily fit in the other 1/3. Please see Fig 5.1 of the submission.</p> | See response number (5) above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 23                                                                                                                                                                                              | 5. Opportunity from R132 Connectivity Project | 26        | <p>The R132 is approximately 42m wide from boundary wall to boundary wall. Based on standard road lane widths, this could easily accommodate a new urban street type road on one side (approx. 2/3 of the road) and the construction of the Metrolink on the other side (approx. 1/3 of the road). The Metrolink is planned to be cut and cover for most of the R132 so by keeping to this method on the R132, this would provide an ideal route above for cycle lanes   pathways / landscaping all along the R132.</p> <p>We believe that the R132 Connectivity Project should be considered in full as part of the decision making for the best option. There are opportunities for both projects to work together and achieve a better and sustainable solution that does not need to disrupt and destroy the safe family environments in the three different housing estates along the route.</p> <p>None of the construction works have started on either project so it's not too late for the relevant design teams to come together and redesign the section of R132 that will provide the optimum solution for both the Metrolink and the Connectivity Project.</p>                                                                                   | <p>As stated above in response number (4) TII have reviewed many options for the delivery of the MetroLink through Swords with the option presented in the EIAR the least impactful to the stakeholders along the R132, while resolving the visual impact objection to the elevated alignment and ensuring that the scheme remains economical for delivery under the business case.</p> <p>Alternative Residents Solution.</p> <p>As with all of the options considered, the solution proposed on Fig 5.1 to effectively build the MetroLink Alignment under the existing R132 Southbound c/way is of course possible. However, we would offer the following initial observations in addition to those previous stated in response number (4) above:</p> <ul style="list-style-type: none"><li>• This alternative scheme assumes a full cut &amp; cover solution, which is not the scheme proposed under the EIAR, nor was it ever TII's intention to provide such a scheme when moving away from the initial preference for an elevated alignment. See response number (13) above.</li><li>• In its current layout, this alternative scheme would be unworkable in delivering the R132 Connectivity Scheme with an open retained MetroLink alignment. However, it is potentially feasible to have an open retained MetroLink with a full R132 Connectivity configuration running alongside it but pushed into the northbound verge. Further impacts of such a solution are outlined below.</li></ul> |  |

| Submission No.                                                                                                                                                                                  |               |          | 090                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Organisation Name or Name of Submitter                                                                                                                                                          |               |          | Estuary Court Residents Association (16 Estuary Court, Swords), Submission No 1 (prepared by Barry Arthurs)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Item No.                                                                                                                                                                                        | Section Ref.  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Estuary Court Submission No. 1- Re-alignment of MetroLink route out of family housing estates onto the R132 |               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| 24                                                                                                                                                                                              | 6. Conclusion | 27       | <div>The residents of Estuary Court do not oppose the Metrolink project, however, we do not believe enough consideration has been given to the impact on the residents and to other alternative routes along the R132. It seems like the TII have gone with the easy option to cut through our family housing estates.</div> <div>The R132 Connectivity Project is changing the nature of the R132. There is a huge opportunity for the Metrolink and R132 Connectivity Project to work together and drive synergies from each project. It seems impractical to shoehorn the R132 Connectivity Project in ahead of the Metrolink project, when both projects will require significant works on the R132, causing major disruption and having a major impact on the traffic. Surely a joint approach would be more beneficial to all parties including the road users and the local residents.</div> <div>We believe it is worth taking a step back and consider how these two projects could be carried out together, saving time, disruption and potentially cost. It is not too late for the TII to re-align the Metrolink onto the R132. We would urge you to compel the TII to revisit the proposed route with a view to re-aligning it onto the R132. If this doesn't happen, it will be us, the residents of Estuary Court and the two other housing estates that will be impacted long after the ribbon is cut.</div> | <div>As already stated above, response number (4) and (21), TII strongly disagree with this statement and consider that the option selected to deliver Metrolink through Swords has been fully considered. While acknowledging that the completion of the works through the park at Estuary Court will have a short-term impact with local residents. TII have provided residents with a commitment that the park will be fully reinstated at completion, and with the alignment in cut &amp; cover past their estate is of now of no significant impact to the residents in operation.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |



| Submission No.                                                                                   |              |          | 092                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                           |              |          | Failte Ireland                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                         | Section Ref. | Page No. | Observation Statement                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Ref: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 (Letter 24/11/2022) |              |          |                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1                                                                                                | Letter       | 2        | Failte Ireland is fully supportive of this infrastructure project and are pleased to see it progress to the planning phase. | <p>TII would like to thank Failte Ireland for taking the time to make this submission. Your positive support is gratefully appreciated, and for the reasons you have set out, TII are committed to realising the MetroLink Project to address the challenges highlighted and to deliver the benefits that MetroLink will bring.</p> <p>We note the observations made in your letter, including:</p> <ul style="list-style-type: none"><li>•Dublin Airport is the key access point for the island of Ireland and the visitor experience and the ease of transit of our visitors to and from the airport is vitally important.</li><li>•International tourists would rather use public transport (or indeed walk) to navigate around the city. Therefore, an efficient and reliable transport system is a key requirement.</li><li>•MetroLink will create an integrated transport network which connects Irish Rail, DART+, Luas and BusConnects services.</li><li>•The Project has an essential part to play in enabling sustainable visitor movement and transit from Dublin to our regional cities and towns.</li><li>•Driving decarbonisation of the tourism sector is a key priority of Failte Ireland's strategy.</li><li>•Objective is to protect, enhance and promote both our natural and built heritage for the common benefits for visitor, industry, community and the environment. Therefore, continuing to shift our visitors onto sustainable modes of transport is a priority which will also result in a significantly improved visitor experience.</li></ul> <p>The objective of the MetroLink Project is to provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre. TII are working closely with daa to provide an integrated air and rail transport system that will provide onward connectivity to the wider transport network and country. The Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport, and a modal shift from private car use, creating an improved environment for Dublin.</p> <p>TII are equally committed and supportive of Failte Ireland's commitment to sustainability. In 2021 TII published a Sustainability Implementation Plan – “Our Future” (TII 2021a). Within this plan, six key sustainability principles have been developed to reflect TII's organisational ambition to lead in the delivery and operation of sustainable transport. 'Transition to net zero' principles focus on reduction of the carbon impact of construction, operation, and use of the transport network through responsible use of resources, reuse and repurposing, as well as driving the net-zero transition and enabling customers to make more sustainable choices.</p> |

| Submission No.                                                                                                                                                           |                                              |          | 093                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Organisation Name or Name of Submitter                                                                                                                                   |                                              |          | Farrier Technology Limited (represented by Downey)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                                                                                                 | Section Ref.                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| RE: SUBMISSION TO THE DRAFT RAILWAY ORDER (METROLINK - ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER - Prospect House, No. 2, 3 Prospect Road, Prospect Road Glasnevin |                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 1                                                                                                                                                                        | Executive Summary                            | 5        | 4) Notwithstanding our client' concerns about the proposed location of the Metrolink Station and impact on their property in principle, this representation seeks to ensure that:<br>a. Our client's land interests are accurately reported in the draft Railway Order on client's interest to ensure accurate reporting of impacts and decision taking to come; and<br>b. Open communication, strategy and regard to issues including the time needed to source alternative facilities with a similar offering, including relocating long-term business premises and findings a new source of long-term rental income, well in advance regarding the Metrolink Land Acquisition Strategy 2022 and prior to the finalisation of the Railway Order                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII thank you for you submission, which has been reviewed. We provide detailed responses for the issues and concerns raised below.                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 2                                                                                                                                                                        | Introduction                                 | 7        | The Metrolink proposes to develop the Glasnevin Metrolink Station on land includes our client's land interest. Within this context, the purpose of this submission is to ensure that our client's land interests are correctly reported within the Draft Railway Order to ensure that the scheme can be designed accordingly, including in relation to the environmental baseline, associated assessment of environmental effect to ensure accurate reporting of environmental impacts and any required mitigation, including through the separate Compulsory Purchase Order (CPO) process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please refer to response Item number (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 3                                                                                                                                                                        | 5.0 Material Considerations                  | 14&15    | The impact of the Metrolink proceedings have already been felt at the property of 2 - 3 Prospect House with our client refused planning permission by Dublin City Council as it was considered would "inappropriate to further develop this land in the interest of protecting and facilitating the development of the MetroLink project."<br><br>A first party appeal is currently being heard by An Bord Pleanála, having regard to the following particulars:<br>Reg. Ref. 3526/21: On the 12th of November 2021, Bytek Office Systems Ltd. were refused planning permission on lands at Prospect House, 2-3 Prospect Road, for proposed development consisting of the following:<br>The development will consist of:<br>a) the demolition of the existing rear first floor balcony, and;<br>b) the construction of a three-storey extension, over parking level, to the rear of the existing building, comprising of: 584sqm of office space and 294sqm of media rooms and associated staff welfare facilities; 8 no. car parking spaces and 8 no. bicycle storage spaces at lower ground floor level; a bin store and plant room at the lower round floor; and, all associated engineering and site development works necessary to facilitate the development. The application was refused, with one of the reasons being that it was refused on the grounds that 'the application site forms a critical future Urban Transport Node comprising a rail interchange station with linkages to Bus Connects at surface level along the R108 (Prospect Road). Due to the proposed development being located on lands earmarked for acquisition and demolition, as part of the MetroLink project, it would be inappropriate to further develop this land in the interest of protecting and facilitating the development of the MetroLink project'.<br><br>A first-party appeal was submitted to An Bord Pleanála, in which a decision is still due.<br><br>The client's business has been impacted by the material considerations of the Metrolink in the submission of planning applications, to facilitate the growth of the business. | TII are aware that of the status of the planning application and are in agreement with the reasons for refusal given by DCC. Regrettably the property concenred is required for the construction of the MetroLink's proposed Glasnevin station.<br><br>The Land Acquisiiton Strategy sets out TII's commitment to communicating with parties whom may be impacted by the MetroLink proposals. TII will ensure that where practicable, they and their advisers will seek to respond in due course to all enquiries received from affected parties and/or their representatives. |  |
| 4                                                                                                                                                                        | 6.1 Metrolink Land Acquisition Strategy 2022 | 15       | The acquisition strategy puts an emphasis on the early engagement with affected properties prior to the finalization of the Railway Order (Expected to be decided by 2023), in order to assess the full impact and needs of affected businesses and reach a pre-conditional agreement prior to the finalization.<br><br>TII state the following in regard to assistance to businesses whom are affected by the acquisition proposals:<br>"TII recognises the importance for existing businesses of being able to plan their relocations with as much advance information as is reasonably practicable in order to ensure a smooth transition of their operations from one location to another. Therefore, once TII has received approval to the Order, the necessary funding arrangements are in place and a notice to treat has been served, where practicable, TII will use reasonable endeavours to make arrangements to provide businesses with a longer period in which to relocate than the normal statutory process provides. In such cases, TII 's overall aim will be to provide as long a period as possible, commensurate with the co-ordinated progress of the MetroLink works."<br><br>The client submits that they are aware and open to a clear communication line with Transport Infrastructure Ireland to accommodate these acquisition proposals but wants to ensure that regard is given in any communications to the matters raised in this representation including, in particular, the need for early and clear dialogue, communication and strategy discussions having regard to the particular land interests in question.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII notes the assurances requested by the submitter regarding clear and open communication with the property owner.<br><br>The Land Acquisiiton Strategy sets out TII's commitment to communicating with parties whom may be impacted by the MetroLink proposals. TII will ensure that where practicable, they and their advisers will seek to respond in due course to all enquiries received from affected parties and/or their representatives.                                                                                                                             |  |

| Submission No.                                                                                                                                                           |                                                                                            |          | 093                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                                                   |                                                                                            |          | Farrier Technology Limited (represented by Downey)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                                                 | Section Ref.                                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| RE: SUBMISSION TO THE DRAFT RAILWAY ORDER (METROLINK - ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER - Prospect House, No. 2, 3 Prospect Road, Prospect Road Glasnevin |                                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                                                                                                                                                                        | Downey Submission, 7.1 Environmental Impact Assessment: Reporting of Environmental Effects | 16&17    | <p>On behalf of our client's land interests we have significant concerns about the methodology for reporting of environmental effects as part of the EIAR as reported in Chapter 21: Land Take. Page 9 of the EIAR reports as follows with Table 21.2: Criteria for Baseline Categorization that follows reporting as follows:</p> <p>"Properties in general are viewed as being very important to the individual owners and occupiers and are sensitive to acquisition. However, the baseline ratings for land take/properties are evaluated by means of their capacity to accept change taking into account its value at a community/societal level and the current use of the property. Table 21.2 outlines the criteria for baseline categorisation."</p> <p>We would like to register our significant concerns that our client's property - a significant major employer - is being considered in a category akin to a car park or, a level above, derelict land and vacant properties. There is no logic provided for the disposition of these categories or why other employment-generating uses such as retail, hospitality or construction services are ascribed as higher baseline sensitivity. We would strongly recommend that the assessment of the sensitivity of the receptor is revised having regard to its ability to accommodate the change, including the availability of alternative premises.</p> | <p>The baseline categorisation used in the EIAR was developed through reference to the land use policy context from the Dublin City Council Development Plan (2016-2022) &amp; the Guidelines on Information to be Contained in EIARs (EPA 2022) as outlined in Chapter 21.</p> <p>TII recognise the inherent value of Prospect House to the owners and occupiers of the buildings. However, for the purpose of the baseline categorisation outlined in Table 21.2 (Chapter 21), building types have been categorised according to their use. In this case, as Prospect House's primary use is that of an office / commercial building, it has been categorised with a low baseline rating. Buildings such as offices get a lower rating because they have a greater capacity to accommodate change, when compared to buildings such as hospitals, churches and educational facilities which have a lower capacity to accept change and additionally have more benefit to the population.</p> |
| 6                                                                                                                                                                        | 7.2 Subject Lands: Environmental Baseline Description                                      | 18       | The subject land of Prospect House are lands that contain high potential value due to accessibility and to economic and social opportunities. The area is well served by public transport, bus, cycling and walking. Regard should be had to this environmental baseline position in the Metrolink Draft Railway Submission including EIAR Chapter 21 (Land Take) Section 21.4 and Table 21.6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Please refer to response item number (5) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                                                                                                                                                                        | 7.3 Subject Lands - Future Potential                                                       | 19       | Having regards to the scenario where the Metrolink does not proceed, it is reasonable to assume the premises would continue on its current basis and more realistically grow in future. Regard should be had to this environmental baseline position in the Metrolink Draft Railway Submission including EIAR Chapter 21 (Land Take) 21.5 Predicted Impacts including 21.5.1 Do Nothing Scenario.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The Do Nothing scenario considers the environmental baseline if the MetroLink does not proceed (refer to the methodology used in preparation of the EIAR detailed in Chapter 2). The potential impact of the Do Nothing scenario is neutral as no land take would be required for this scenario. The success of individual business is not included in the assessment of this baseline categorisation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                                                                                                                                                                        | 7.4.1 Construction phase impact                                                            | 19       | Our clients need early and constructive dialogue to work out construction phase impacts and timeframes on the property and business use for the reasons set out in the sections that follow, i.e. impact and disruption on business relocation and sitting tenants.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to the response for Item 8.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9                                                                                                                                                                        | 7.4.2 Operational Impacts: Relocation                                                      | 19       | <p>The client, in ownership of 2 - 3 Prospect House, is concerned about the relocation of the business premises. The subject lands facilitate Bytek office Systems Limited, F&amp;M Accountants, Aviator Limited, Viso Limited and Atum Consultants Limited as tenants of the premises. Due to the multi-let nature of these premises, it will be difficult to coordinate the relocation of these businesses due to a range of reasons such as accessibility, costs, disruption, location, time, and altered lease attributes.</p> <p>The relocation of a business is a lengthy procedure for the current context of the premises, being made up of multiple tenants. The client is concerned about the timeframe that they will be provided with in facilitating the acquisition proposals of the Metrolink, and if they will be able to locate a site that provides the same convenience and high value economic and social functions of the subject lands.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Please refer to the MetroLink Compulsory Purchase Order (CPO) Guideline (metrolink_cpoguideline_final_september-2022). Businesses which are subject to compulsory acquisition will be subject to compensation, in accordance with the compensation code. TII understands the importance for businesses to be provided with certainty and is therefore proposing to introduce an agency service, at its own expense to support affected businesses to identify suitable alternative accomodation. The agency will assist in assessing property requirements and will be established following confirmation of the Railway Order.                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                                                                           |                                                        |          | 093                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                                                                                                                   |                                                        |          | Farrier Technology Limited (represented by Downey)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                                                                 | Section Ref.                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| RE: SUBMISSION TO THE DRAFT RAILWAY ORDER (METROLINK - ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER - Prospect House, No. 2, 3 Prospect Road, Prospect Road Glasnevin |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 10                                                                                                                                                                       | 7.4.3 Operational impacts: Impact on sitting tenancies | 19&20    | <p>As with relocation procedures, the client is concerned about the loss of existing long-term tenants within the current facility and affects their future capacity in selecting a location. It is a difficult procedure to co-ordinate a location that works for every individual business tenant within the premises. The result of this can be the potential loss of tenants, which directly can affect tenants and businesses on an individual basis.</p> <p>The implication of this is that the lengthy process that is the Railway Order, the client is unsure about the future of their business premises. They are not able to develop the existing business premises any further, nor can they be secure that their land will be claimed through acquisition by Transport Infrastructure Ireland until the draft Railway Order is granted or refused by An Bord Pleanála within an undetermined date in 2023. The client asks of An Bord Pleanála in the instance of approving the Draft Railway Order, that a clear communication line opens regarding the property and land acquisition procedures, and how businesses will be assisted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Please see the response to Item 9.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11                                                                                                                                                                       | 7.4.4 Communication with TII                           | 20       | <p>There was a lack of clarity in regard to the communication about the timelines in which the subject properties will be affected prior to the potential finalization of the Railway Order. In order to facilitate the potential acquisition of the properties, as well as the relocation of the properties, a clear communication and timeline is a necessity in order for our clients to facilitate their next decisions in regard to the properties that are affected as a result of a potential CPO acquisition.</p> <p>We would recommend for An Bord Pleanála to ensure, that if the Draft Railway Order is approved, to put an emphasis that the National Road Authority, under Transport Infrastructure Ireland, provide clear details about the interval stages of the project, and the expected timeframes for the duration of the initialization plans of the Metrolink, construction, monitoring and implementation stages of the project, particularly in regard to when lands will be required to be acquired.</p> <p>Regard should be had to this environmental baseline position in the Metrolink Draft Railway Submission including EIAR Chapter 21 (Land Take) 21.5 Predicted Impacts including 21.5.1 Do Nothing Scenario.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>When the Railway Order is granted by ABP, and is enforceable, TII's CPO powers as set out in the Railway Order Application will come into affect. 'Notice to Treat' will be served on each landowner whose land is being acquired. A Notice to Treat is a formal request served by the acquiring authority to agree a price for the portion of land or property identified. Following service of Notice to Treat the property owner will be required to submit a claim for compensation and as part of this process NTA will pay the reasonable costs (as part of the claim) for them to engage their own agent or valuer in preparing, negotiating and advising on compensation.</p> |
| 12                                                                                                                                                                       | 7.5 Next steps and mitigation                          | 20&21    | <p>DOWNEY submit that the necessary next steps and mitigation measures to undertake regarding the context of 2-3 Prospect House are as the following:</p> <ul style="list-style-type: none"><li>•Ensure for the accurate reporting within the EIA and supplementary documents submitted, including revisions to the methodology for the assessment, and for decision taking measures to be undertaken in the early stages of the project in the course where action is undertaken.</li><li>•Clear strategy and timelines for relocating business, through accurate timeline reporting and strong communication being provided.</li><li>• Open communication through other external processes that may have a direct and indirect impact on the client's site.</li><li>• Ensure for the preparation and implementation of the Construction and Environmental Management Plan (CEMP).</li><li>• Early communication with property owners who are affected by the potential implementation of the Metrolink project, and ensure that prior to construction, there support systems are set up to accommodate individual and business properties.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>We have reviewed the submission and provided detailed responses for the issues and concerns raised, further:</p> <p>- For the EIAR Process, please refer to response item numbers (5) through to (7) above for clarification.</p> <p>- For request of TII to continue dialogue and open communication with the represented client, please refer to response item numbers (8) through to (11) above.</p> <p>- Prior to the commencement of any work at Glasnevin, a Construction Environmental Management Plan (CEMP) will be prepared by the Contractor, approved by Dublin City Council and implemented. The outline CEMP is provided in the EIAR Chapter 5, Appendix A5.1.</p>      |
| 13                                                                                                                                                                       | 8.0 Conclusion                                         | 21       | <p>The submission is essentially to raise concerns regarding possible impacts of the Metrolink on the lands located at 2-3 Prospect Road, Glasnevin, Dublin 9. These concerns can be summarised as follows:</p> <p>1) Our clients is a long-term owner of the above-listed property which are currently used for a range of business uses, including our client's existing business use (Farrier Technology Limited - Bytech) and associated long-term and secure tenants.</p> <p>2) These lands are centrally located within the Dublin City Area being located alongside Quality Bus Corridors (QBC) and zoned 'Z3 - Neighbourhood Centres' in the Dublin City Council Development Plan (2017 to 2022) and also have the capacity to attract a range of different uses on the site, outside of the office sector.</p> <p>3) Owing to this potential, one of our clients Farrier Technology Limited would like to expand their existing operations on the site, proposals for which are currently being determined by An Bord Pleanála (Ref. ABP 312150-21).</p> <p>4) Notwithstanding our clients' concerns about the proposed location of the Metrolink Station in principal and their ability to find suitable alternative facility with a similar offering, the difficulties associated with moving businesses and the renewal of long-term rental revenue; this representation is seeking to ensure (a) accurate reporting of the impact in the draft Railway Order on client's interest to ensure appropriate decision taking to come; and (b) revision to the approach for the assessment of environmental effects on office premises; and (c) open communication well in advance regarding the Metrolink Land Acquisition Strategy 2022 and prior to the finalisation of the Railway Order.</p> | <p>In response to points 4 a, b and c of the conclusion to the submission we respond as follows:</p> <p>a) The impact on the property is clearly and accurately set out in the EIAR</p> <p>b) The approach to the environmental assesment methodology used in preparation of the EIAR is detailed in Chapter 2 of the EIAR and is consistant with relevant guidelines, policy and legislation and cannot be revised as suggested</p> <p>c) TII will continue to consult with affected property owners prior to and post a Railway Order being granted.</p>                                                                                                                               |

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| Submission No.                                                                                                                                                               |                                                                                |          | 094                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| Organisation Name or Name of Submitter                                                                                                                                       |                                                                                |          | St Josephs Church (Mater Station)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| St Josephs Church Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 – Submissions by the Parish Priest and Judicial Vicar of the Marriage Tribunal |                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             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| 1                                                                                                                                                                            | Construction - access to church restricted / blocked during construction phase | 1        | <p>According to the plans we have been given, the normal access of parishioners and others to the aforementioned Church Building and offices would be greatly restricted if not blocked completely. It is incumbent on me to state the serious footfall we get from people who have to attend the Mater Hospital or their family members, who all find it a place of solace when faced with life-threatening conditions. It is imperative for us as a faith community to protect, preserve and keep it open to the community.</p> <p>Besides, both the premises of my own accommodation, the Parish Office and the offices of the Dublin Interdiocesan Marriage Tribunal, according to the plans shown to us, lie directly above the proposed route of the metro-tunnel. Both of these offices provide a major service to parishioners and those who seek help and relief due to marriage failure. In fact in worldly terms it is a necessary community service. Indeed with all the work that will have to take place around the area we are concerned that an appropriate access be allowed during the whole period of the construction process so that the Church can remain both safe and available for worship and private prayer and that the offices mentioned can continue to function normally.</p> <p>For instance if we take the location plans ML5B-U38 and ML5B-U39 with corresponding Second Schedule reference numbers, a potential reading of these is that the Church and presbyteries with offices would simply be taken out of use. It is imperative that we receive the necessary guarantee that the subterranean work area would not cause closure of the parish and its functioning.</p> <p>We are also concerned about location plan ML5B-A5 with corresponding Second Schedule and ML5B-T1 with corresponding Fourth Schedule. The area of land they refer to is our area of access for funeral corteges and wedding cars as well car-parking for those who need mobile assistance as well as delivery vans to the Church. Pedestrian access is also provided from the Mater Hospital and various consultancies by this route. We request that for all these reasons this stretch remain open to all who normally use it.</p> <p>Our concern here is added to by the fact that we have been told that a significant part of Berkeley Road to the front of the Church will be taken over so as to facilitate site access in the building of the Mater station only adding to the difficulties of access to and exit from the aforementioned premises. We are also concerned that this use of Berkeley Road and possibly Berkeley Street would prevent access to the Presbyteries which contain the offices mentioned above. Health and safety considerations have also to be taken into account so that, should emergency services have to access any of these premises, they can easily do so.</p> | <p>TII confirm that throughout MetroLink construction access will be maintained for parishioners and others to the aforementioned Church building and offices. While the premises of your own accommodation, the Parish office and the offices of the Dublin Interdiocesan Marriage Tribunal lie above the proposed route of the Metrolink tunnel, these offices will still be able to function and access will be maintained, and the Church will remain both safe and available for worship and private prayer. TII also confirm that the Church and presbyteries with offices will not be taken out of use.</p> <p>Vehicular access for funerals, weddings, emergency services and car parking for those who need mobile assistance will be maintained during construction. Vehicles will be able to access the Church via the entrance on Eccles Street. During Phase 1 construction, all traffic movements will be maintained on Berkeley Road and Eccles Street. During Phase 2 and 3, there will be restricted access to Eccles Street from Berkeley Road. Vehicles seeking to route from Berkeley Road to Eccles Street will have to divert and approach Eccles Street from the N1 via either North Circular Road or Blessington Street (EAIR Chapter, Table 9.90).</p> <p>As identified in the EIAR (Section 5.10.7), construction activity will take place in the Four Masters Park, with parts of the Church grounds also within the Project Boundary. However, pedestrian access will be maintained to St Joseph's Church from both Berkely Road and Eccles Street throughout the duration of the construction of the Mater Station. Construction activities that may impact on places of worship (e.g. noise generation near churches) will be timed to occur outside of mass/service hours to minimise impacts.</p> <p>EIAR Appendix A9.5 section 7.7. details the construction traffic management associated with Mater Station, indicating that during the Advanced Enabling Works, there will be no diversions or road closures that will impact local access in the vicinity of the Church. Similarly, whilst footpaths will be impacted, diversions will be implemented to maintain pedestrian access.</p> <p>Property references ML5B-U38 and ML5B-U39 refer to subterranean works (essentially the through route of the Tunnel Boring Machine) and hence will be below all existing Church facilities so these are not taken out of use. ML5B-A5 is required as part of the station box though the area above it could be returned if not needed post construction. ML5B-T1 is temporary take needed to facilitate construction works although the intention is to maintain pedestrian access through here during the works.</p> <p>During the Main Works, the closure of access to Eccles Street from Berkeley Road to all traffic except for Emergency Vehicles will impact on local access, however diversions have been identified. Vehicles seeking to route from Berkeley Road to Eccles Street will be diverted and approach Eccles Street from the N1 via either North Circular Road or Blessington Street. Vehicles travelling away from Eccles Street, will be diverted southbound along Nelson Street, and from there can continue to travel along Berkeley Street, Mountjoy Street or Blessington Street. General traffic access to the Church will be maintained through the detailed diversion, including provision of reduced width access along Eccles Street for Emergency Vehicles. For pedestrians during this phase of works, appropriate signage and crossing facilities will be put in place to navigate around the site footprint.</p> |  |

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| St Josephs Church Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 – Submissions by the Parish Priest and Judicial Vicar of the Marriage Tribunal |                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| 2                                                                                                                                                                            | Concerns about damage to church foundations and structure | 1        | <p>Obviously we have a concern about the buildings above this work, especially the Church which needs protection. It is important to point out that while the top of the tunnel is said to be 17.4 meters below street level, the fact is that the foundations of the Church may begin quite below street level. This is clear by even a brief look at the vaults under the sanctuary to be seen at the rear of the Church. So it raises a question as to what would be for this specific case an appropriate depth for the tunnel?</p> <p>Request: That every effort be made to protect St. Joseph's Church from damage (immediate or consequential) resulting from these works. Specifically we ask that the depth of the bore take account of the foundations of the Church and its age. That any damage resulting from the work will be repaired in full with no cost to the parish or Marriage Tribunal.</p> | <p>TII have assessed the potential impact of MetroLink construction on property, including St. Joseph's Church to ensure unacceptable impacts are mitigated. This includes the impact of vibrations from; the tunnel boring machine (TBM), mechanical excavation and blasting, and also construction generated ground movements leading to settlement and possible building and property movement. All of which have been assessed and reported in the EIAR, and are summarised below.</p> <p>EIAR Chapter 14.4.1.9 AZ4 – Groundborne Vibration during Construction. Tables 14.32 and 14.33 present the predicted vibration levels during TBM passage and mechanical excavation compared to the impact threshold values for vibration for various sensitive receptors (including St Joseph's Church). The predicted vibration presented in Table 14.32 and 14.33 outline the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) for TBM Passage at St Joseph's Church. The VDV Threshold Level for this building is 1.6 m/s-1, however the VDV for TBM passage is 0.265 m/s-1.75, and for Mechanical Excavation is 0.002 m/s-1.75. Both of these values are much lower than the VDV Threshold Level for this building, meaning that the building will not be damaged by vibration.</p> <p>EIAR Chapter 14.4.1.10 AZ4 – Blasting. Table 14.34 presents the predicted vibration levels during blasting compared to the threshold values for vibration for various sensitive receptors (including St Joseph's Church). According to the calculations presented by Table 14.34, at St Joseph's Church an exceedance vibration level of 4.2mm/s PPV (Peak Particle Velocity) is predicted compared to the Threshold Level for this building of 3mm/s, and therefore if not mitigated, it is predicted to have a significant impact on St Joseph's Church. Mitigation measures will therefore be implemented to reduce the risk to the building from blasting as outlined in Chapter 14, section 14.5.1.2. Mitigation will include preparation of site specific blast designs that take account of sensitive receptors, including minimisation of the maximum instantaneous charge weight, or if necessary, alternative methods to blasting being employed. With the implementation of mitigation measures, vibration from blasting will be sufficiently reduced such that the residual vibration will not cause damage to St Joseph's Church.</p> <p>Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5.2 of this report shows that St Joseph's Church has been assessed as falling within the 'slight damage' category currently, an explanation for which can be found in Table 4-4 of the aforementioned report. TII would also like to confirm that the assessment undertaken takes account of the fact the Church structure extends below ground level. Recognising the cultural and historical significance of the building, it has been designated as "special" and hence a further Stage 3 refined assessment will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>St Joseph's Church has also been identified as a location where pre-construction condition surveys will be undertaken (See Chapter 26, Section 26.5 Predicted Impacts), subject to the property owners permission, and any required pre-construction repair work identified and undertaken. Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. Finally, in the event of any damage occurring that is attributable to MetroLink works, this will be repaired at no cost to the property owner.</p> |  |



| Submission No.                                                                                                                                                               |                              |          | 094                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 3                                                                                                                                                                            | Route of the proposed scheme | 4        | Might another route be possible? We just wonder whether the solution for Dublin Airport is not to extend the proposed Luas line to Charlestown onto the airport thus providing a rail link to that facility in that way? Would not this latter way of providing for the airport be far less costly on the public purse and also less disruptive for many communities? | <p>The solution for Dublin Airport has been determined at a strategic level by GDA Transport Strategy 2022-2042 which provides that "<i>The current Metrolink project has been identified as the most advantageous way to serve the critical levels of transport demand on [the corridor from Dublin City, Swords and Dublin Airport.]</i>"</p> <p>The strategy was informed by a series of studies developed by the NTA and TII, which have been subject to numerous rounds of statutory and non-statutory public consultation. Chapter 7 (Consideration of Alternatives) details alternative route options considered by TII in the development of the proposed Project and the rationale for ruling those options in and out, that included an assessment of the environmental impacts of each option considered, both positive and negative. In the Fingal North Dublin Transport Study (2015), alternative options were considered including several light rail options. Extending the Luas line from Broombridge to Finglas (LR2) and on to Dublin Airport and Swords was also considered, however it was eliminated from further consideration as the journey time for this option would be very long when compared to other options.</p> <p>The assessment identified an Optimised Metro North (LR7) as the best option for the following reasons:</p> <ul style="list-style-type: none"><li>• It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (Tunnelled Luas);</li><li>•It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>•It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li><li>•It delivered a connection right into the centre of the city, serving O'Connell Street and St. Stephen's Green;</li><li>•It retained the opportunity to extend Luas Cross City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</li><li>•Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</li><li>•It could potentially be extended southwards in the longer term to alleviate high travel demand on the Luas Green Line, and ultimately form a complete north south metro corridor traversing both the north and south city; and</li><li>•This option delivered the highest safety benefits when compared to other options.</li></ul> |
| 4                                                                                                                                                                            | Watercourse below the church | 5        | We wish also to alert you to a concern had by some about certain channels for water in the ground below us that may or may not be a cause for concern in the construction process.                                                                                                                                                                                    | <p>This is not an uncommon geotechnical phenomenon and is one of the reasons why we have selected a Tunnel Boring Machine (TBM) that is designed to operate in water bearing ground to construct the tunnels as this allows the tunnel face to be pressurised to prevent the ingress of water during construction of the tunnel and thus any impact on the advance of the tunnel works.</p> <p>In addition, the proposed mitigation measures in chapters 18 Hydrology (Section 18.6.1) and Chapter 19 Hydrogeology (Section 19.6.2) will ensure that groundwater and surface water resources are protected during the construction phase. TII would also like to assure you that we have undertaken; an extensive review of historical geotechnical and geological records and surface mapping, project specific ground investigation and mapped the expected geotechnical conditions, coupled with a risk management approach that deals with any remaining uncertainty to ensure the works are constructed safely.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Submission No.                                                                                     |                                        |          | 095                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                             |                                        |          | Fingallians GAA Club                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Re: TII Submission for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                  | Executive Summary                      | 4        | <p>Fingallian's GAA Club fully supports in principle, the project to deliver a metro railway service to Swords. However, we are submitting an observation to An Bord Pleanála as we believe that the Club, its membership and the wider community will suffer adversely as a consequence of construction works and the plans being proposed for the Balheary green space when works are completed.</p> <p>Under the current plan, Fingallians will be significantly worse off in terms of available playing facilities. At a minimum the club would expect no impact to existing facilities as a result of the development of MetroLink. The current plan results in Fingallians losing a full-size pitch.</p> | <p>TII wish to thank you for taking the time to make this submission and are appreciative of your positive support for the Project.</p> <p>The proposed pitch layout tries to minimise the impact on the southernmost pitch (pitch #1, full size GAA pitch), hence the proposed intervention into that pitch is minimal. Through the consultations with Fingallians and Fingal County Council TII established that this pitch is the only full size pitch at this location and it is vital for the clubs operation. It is envisaged that the work will primarily involve relining, goalpost and ball net installation, which could be done in between the games or in off-season period. The phasing of the utilities works on both sides of the pitch will also be adjusted to suit the pitch shifting slightly in its position. The pitch will be at all times complying with minimum dimensions for a full size GAA pitch (130x80m). TII will work closely with Fingallians to ensure that there will be no impact to availability of the pitch during the construction works and the terms of the contract between the TII and its Contractor will reflect this requirement.</p> <p>The pitch #2, which is currently marked slightly below the full size (144x75m), is proposed to be converted to an artificial all weather surface pitch. Through the consultations with the club we established that this pitch is being used mainly for training of juvenile groups. It has been agreed at the request of the Fingal County Council and the Fingallians GAA, during the consultation process, that this pitch will be converted to an artificial pitch with flood lighting. The artificial surface and the lighting would compensate for the change in size of this pitch. The width of the pitch #2 is reduced to 50m initially, however it is proposed to extend its width to 60m after the MetroLink works along its eastern edge are completed. Further extension of the width is impossible as this would impact a tree buffer along the Ward River, which was left untouched at the request of the Fingal County Council. To maximise usefulness of the new pitch, it has been proposed to have the pitch fully lit, so it can benefit from much heavier usage - also outside of the daytime hours - than a natural pitch could withstand.</p> <p>It is anticipated works to pitch 2 will take a maximum of 1 year to complete. TII in collaboration with Fingal Co Council and Fingalians, will identify suitable alternative training facilities which will be in place in advance of the commencement of works to Pitch 2.</p> <p>As a result of MetroLink works, TII anticipate that works to Pitch 1 will improve the overall appearance and condition of Pitch 1. The provision of a All Weather-Flood Lit training Pitch 2 represents a significant upgrade to currently training pitch in use by Fingallians.</p> <p>TII therefore do not accept that the Club will be significantly worse off in terms of available playing facilities post MetroLink completion.</p> |
| 2                                                                                                  | Executive Summary                      | 4        | <p>We also believe the proposed works will cause a significant risk to the health and safety of club members and the wider community as adequate provision is not being made to enable safe access to Balheary or Fingallian's GAA Club.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>As presented in EIAR Chapter 11, Population and Land Use, pitches will need to be repositioned and reduced in size, with potential severance impacts due to construction activity along the R132 leading to temporary road closures and diversions. However, mitigation measures including temporary adjustments and advance notices will be in place reducing the significance of the impacts. During the construction work, the quality of pedestrian access will also be maintained, with additional crossing points added along the route to facilitate safe access. Please also refer to response (5) below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3                                                                                                  | Fingallian's C.L.G. - Current Activity | 5        | <p>Any reduction or restriction in access to the Balheary facilities in the short and medium terms will have a detrimental impact on Fingallian's ability to manage the demand for playing time. It is imperative that An Bord Pleanála considers as part of the planning application that suitable alternative facilities are provided for the duration of the project and when construction is finally completed.</p>                                                                                                                                                                                                                                                                                        | <p>Please refer to response (1) above.</p> <p>TII will work closely with Fingallians to ensure that there will be no impact to availability of Pitch 1 during the construction works and the terms of the contract between TII and its Contractor will reflect this requirement.</p> <p>It is anticipated that works to pitch 2 will take a maximum of 1 year to complete. TII in collaboration with Fingal Co Council and Fingalians, will identify suitable alternative training facilities which will be in place in advance of the commencement of works to Pitch 2.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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| Submission No.                                                                                     |                           |          | 095                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Organisation Name or Name of Submitter                                                             |                           |          | Fingallians GAA Club                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                           | Section Ref.              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| Re: TII Submission for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 4                                                                                                  | Connectivity and Movement | 5        | <p>The Club fully supports in principle, the development of MetroLink as it will be a key enabler for the commuter residents in the town bringing them to and from their homes and to Fingallians in the most efficient ways possible with reduced carbon footprint aligned with the council improvements for cyclists. However, the project cannot be delivered at the expense of the already limited recreational and green spaces in the locality.</p> <p>Fingallians is particularly concerned about the short-term impact of the MetroLink works in the Lissenhall area. Based on our understanding of the planned works:</p> <p>* Both full-size playing pitches will be unavailable for up to 12 months (estimate) as the southern-most pitch (pitch #1 below) has to be re-aligned. Pitch #2 will be developed as an all-weather but reduced in size when compared to the existing pitch. As a result, this pitch will not be suitable to host matches. While we welcome the intended provision of an all-weather pitch it is essential that the design is reconsidered and increased to a full-size all-weather flood-lit pitch.</p> <p>- At present we have two full size pitches which are used year round</p> <p>- Providing a full size all-weather pitch will ensure a maximum utilisation (# of games and teams) of the pitch throughout the entire year particularly during adverse weather conditions</p> <p>- Ensure less travel - this will have a positive impact on reducing car journeys and hence a reduction on our carbon footprint by reducing the need for renting indoor facilities throughout north county over the winter months</p> <p>- There is sufficient space to enable the increase in size.</p> | <p>As per our repsonse to (1) above, we confirm that only Pitch 1 is a "Full Size" GAA pitch. Pitch 2 is a training pitch whose dimensions currently are smaller than the minimum regulation GAA pitch (130 x 80m). Our proposals in repect of pitch 1 and 2 are outlined in response (1).</p> <p>It is antipated works to pitch 2 will take a maximum of 1 year to complete. TII in collaboration with Fingal Co Council and Fingalians, will identify suitable alternative training facilities which will be in place in advance of the commencement of works to Pitch 2.</p> <p>As as result of MetroLink works, TII anticipate that works to Pitch 1 will improve the overall appearance and condition of Pitch 1. The provision of a All Weather-Flood Lit training Pitch 2 represents a signiifcant upgrade to the current training pitch in use by Fingallians.</p>                     |  |
| 5                                                                                                  | Connectivity and Movement | 6        | <p>The revised plan for the footbridge crossing the R132 suggests it will be permanently removed which is contrary to the original plan (see photo below). This will bring an increased risk to the large numbers of club members, particularly the exceptionally large numbers of juveniles, travelling teams, parents/supporters and the general public who access Balheary and LMP on a daily basis.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>As detailed EIAR Chapter 5, MetroLink Construction Phase, Fingallian's Footbridge Satellite Compound, the footbridge provides general access across the R132 Swords Bypass. It also functions to link the Balheary Park playing pitches to the Fingallian's GAA Club. However, its use becomes redundant by the proposed upgrade of the R132 Swords Bypass through this area, with signalised crossings replacing the current footbrodge.</p> <p>The planned upgrade of the R132, and placement of signalised pedestrian crossings will be completed and operational in advance of the MetroLink works. As part of the Metrolink project the removal of the bridge is to be sequenced in such a way that an alternative safe pedestrian crossing is provided prior to demolition to ensure that access and connectivity is safely maintained between Balheary and Fingallians GAA Club.</p> |  |
| 6                                                                                                  | Connectivity and Movement | 6        | <p>Provision must be given to Fingal maintenance vehicles (grass cutting) and emergency access for an ambulance.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>As outlined in EIAR Appendix A9.5, traffic movements will be restricted to and from the R125 arm of Estuary Junction, resulting in an approximate 1km diversion for southbound movements and 2km diversion for westbound movements so that access can still be maintained. Two U-turn facilities will allow traffic impacted by the Estuary Junction closures to stay on the R132 for the entirety of the diversion. These diversions will therefore maintain traffic access for both maintenance and emergency access.</p>                                                                                                                                                                                                                                                                                                                                                                 |  |
| 7                                                                                                  | Conclusion                | 7        | <p>Proceeding with the development without providing alternative local arrangements will impact</p> <p>* the nurturing and development of our young members in all aspects of GAA games, health and wellbeing</p> <p>* the facilitation of ladies' sport where we have the largest participation rate across Fingal</p> <p>* the promotion of all aspects of Irish cultural activities</p> <p>the use of the club facilities to provide an outlet and opportunities for our local special needs community</p> <p>* The ability to provide sufficient sports infrastructure to meet the needs of a rapidly growing town.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>As identified in EIAR Chapter 11 Population and Land Use, Fingallians GAA facilities in Balheary Park will need to be repositioned and reduced in size, and there will be severance and environmental impacts on Fingallians GAA pitches due to the construction activity if not mitigated. However, mitigation measures include providing alternative access arrangements and diversions to maintain access to facilities, temporary layout adjustments, and advance notice of works being undertaken, to reduce the significance of the impact.</p> <p>Alternative playing facilities required during works to the pitches will be provided by TII in collaboration with Fingallians and Fingal Co Council.</p> <p>Post construction, Fingallians will benefit from improved facilities.</p>                                                                                              |  |

| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                                                                                                                |                        |          | Fiona O'Kelly (resident - 26 The Court, Dalcassian Downs)                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                                                                              | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin - Project - Metrolink (TII) |                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1                                                                                                                                                                                     | Observation/ Objection | 1        | The project will directly affect me. Initially TII lied and said they were demolishing my property. Now they say they are tunnelling underneath my building and taking our car park and garden. Therefore, if permission is granted and this project proceeds, myself and the other residents will be forced to move.                                                                                                                                                                        | <p>As confirmed in Chapter 11 (Population and Land Use), no residential properties will be demolished at Glasnevin. Chapter 21 (Land Take) details that the communal garden areas, car parking and traffic access to the apartments will be subject to land take during the construction works, however there is no permanent land take associated with the apartments themselves.</p> <p>TII understand the reasons for your concerns and would like to provide the assurance that the potential disturbance impact on your property as a result of the proximity of the proposed tunnel and station has been carefully assessed. This includes the impact of noise and vibrations from: the tunnel boring machine (TBM), mechanical excavation and blasting; construction generated ground movements leading to settlement and possible building and property movement; and the operation of MetroLink. All of which have been assessed and reported in the EIAR and are summarised below. With exception of a temporary disturbance when the TBM passes your property, TII are predicting a 'not significant' impact to the building occupants and your building, or risk to the integrity of your house.</p> <p>Further details on the impact of noise and vibration at your property are included in response item (6) below.</p>                                                                                                                                                                                           |
| 2                                                                                                                                                                                     | Observation/ Objection | 1        | There are many factors that will negatively impact the residents of the Court. The most serious impact in my view is to potentially be forced to move out for many years as the works will be unbearable to live with. This will have a severe psychological impact on many residents who have lived at the Court most of their lives especially as there is a housing crisis. Also many of us have had the same neighbours for 20 years plus so the community will be broken up/ displaced. | <p>Please refer to response item (1) above in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.</p> <p>Chapter 10 (Human Health) details how the EIAR has considered impacts to psychological health. It is noted that there are potential psychological impacts from the construction phase. However, psychological impacts are very complex and not easily predicted, with no simple methodology to predict effects in groups of people. Potential psychological effects are also not equally distributed, with the construction of Glasnevin Station seen as essential in order to provide an appropriate station to service the area. While the negative psychological impacts on residents are recognised and accepted, it is also recognised that the individuals affected will have to be compensated and rehoused appropriately. While this may give rise to some disruption and annoyance it is not considered likely that there will be long-term deleterious effects, as there is no evidence of a higher incidence of psychological illness where people were rehoused in similar circumstances. It also must be balanced against the positive psychological impacts of the Operational Phase and the benefits and convenience to residents of the area given the proximity of the proposed MetroLink stations. On balance, there is no reason to predict significant adverse effects on human health from a psychological perspective.</p> |
| 3                                                                                                                                                                                     | Observation/ Objection | 1        | There is also the concern that the building may be irreparably damaged during construction.                                                                                                                                                                                                                                                                                                                                                                                                  | Please refer to response item (1) and (6) in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                                                                |                        |          | Fiona O'Kelly (resident - 26 The Court, Dalcassian Downs)                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                                                              | Section Ref.           | Page No. | Observation Statement                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 4                                                                                                                                                                                     | Observation/ Objection | 1        | It is unacceptable that we should lose our secure parking spaces.                          | <p>Temporary management measures have been developed to minimise the impact on parking and loading. Temporary parking will be provided during construction. TII are in discussion with the local authority and other parties to identify a suitable location in the immediate vicinity.</p> <p>Upon construction works being finished the resident carpark at The Court will be reinstated in a new alignment and associated landscape provision of trees and shrubs to the new layout. This is indicated in Chapter 4 (Description of the MetroLink Project), section 4.17.7.</p>                                                                                                                                                                                                                                                                                   |
| 5                                                                                                                                                                                     | Observation/ Objection | 1        | The loss of the garden will be huge as many of us use it during the spring/ summer months. | <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. Appropriate compensation will also be payable to owners of properties that are subject to short-term and or temporary acquisition.</p> <p>Compensation will be provided through the Compulsory Purchase Order (CPO) process. Details are set out in the LAS (Land Acquisition Strategy) regarding the arrangements proposed for the provision of information and assistance to owners and occupiers of land required for the construction and/or operation of the MetroLink project whether or not the occupier has any interest in the land which may be subject to a compulsorily acquisition.</p> <p>Please refer to response item (4) above in relation to predicted impacts on psychological health.</p> |

| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 6                                                                                                                                                                                     | Observation/ Objection | 1        | The noise/ vibration will not be acceptable. For example, there are roadworks at present every night which are causing disruption to sleep and that is only a fraction of the potential noise we would have to endure should Metrolink go ahead. | <p>Please refer to response item (1) above in relation to the predicted impact at your property, and the support and compensation offered by TII to affected properties.</p> <p>Construction Phase – Airborne Noise and Vibration<br/>EIAR Chapter 13 Airborne Noise and Vibration, Table 13.62 summarises the potential significant construction noise impacts from the construction of the proposed Glasnevin Station, which includes The Court, Dalcassian Downs. The predicted impact without additional noise mitigation is Significant to Very Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the north, east and southern boundaries of the Glasnevin construction compound. With these mitigations the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration<br/>EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne noise and vibration levels during the construction phase of the project for The Court, Dalcassian Downs:</p> <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during TBM passage is 49 dB LASmax, which is above the 45 dB LASmax threshold resulting in a significant impact on the occupants of the building for the relatively short duration of TBM passage.</li><li>• The predicted level of groundborne vibration during TBM passage is 0.263 ms-1.75 day and 0.221 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</li><li>• The predicted level of groundborne noise during mechanical excavation at Glasnevin Station is 41 dB LASmax, which is above the 40 dB LASmax threshold resulting in a significant impact on the occupants of the building.</li></ul> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> |



| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                                                              | Section Ref.           | Page No. | Observation Statement                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin - Project - Metrolink (TII) |                        |          |                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7                                                                                                                                                                                     | Observation/ Objection | 1        | There will be loss of light from the hoarding during construction.                                                                           | As detailed in EIAR Chapter 5, MetroLink Construction Phase, hoarding is required to ensure that the construction sites are secure. Exceptions to the standard 2.4m hoarding or fencing will be at areas that need specific sound barriers or boundary treatment, as identified in Chapter 13 (Airborne Noise & Vibration) and Chapter 27 (Landscape & Visual). As noted in Chapter 07 (Consideration of Alternatives), the construction compound at Glasnevin is necessarily centred on the station box location and limited in size to minimise impact on surrounding buildings, roads, railway and canal. No environmental assessment of alternatives was undertaken as this was the only feasible option. Prior to the commencement of the construction works at each compound, the Contractor will conduct an individual site assessment to verify the height and positioning of screening to control noise impacts based on the most up to date construction methodologies and input data. As noted in Table 13.85 of Chapter 13 (Airborne Noise &Vibration) the construction hoarding at Glasnevin will be up to 4m in height on the northern, southern and eastern boundaries.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                                                                                                                                                                                     | Observation/ Objection | 1        | There are personal injury concerns relating to ingesting dust/ dirt generated from the construction and the possible infestation of rodents. | <p>The EIAR has fully assessed the potential impacts on the local population, including dust and other air quality emissions impact assessment, and proposed mitigation measures in Chapter 16 (Air Quality). The potential risk from dust emissions has been reviewed for the critical activities at each of the construction areas. The Construction Environmental Management Plan (Appendix A5.1) will be used to manage the construction phase dust emissions. In addition, before commencing works, an Air Quality Management Plan shall be prepared and submitted in advance to the relevant planning authority. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the Contractor and for each worksite shall include:</p> <ul style="list-style-type: none"><li>o An inventory and timetable of activities which may give rise to emissions or dust;</li><li>o Alert levels and system to be used (including notification process);</li><li>o Details of control measures;</li><li>o Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li><li>o Details of the air quality reporting requirements.</li></ul> <p>The types of measures that will be implemented to manage dust will include the following:</p> <ul style="list-style-type: none"><li>•Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>•Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>•Liaison with local authorities and community groups;</li><li>•Hoarding will be provided around the construction compounds; and</li><li>•It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use.</li></ul> |

| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                                                                                |                        |          | Fiona O'Kelly (resident - 26 The Court, Dalcassian Downs)                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                                                                              | Section Ref.           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin - Project - Metrolink (TII) |                        |          |                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9                                                                                                                                                                                     | Observation/ Objection | 1        | I believe there is a security/ safety issue as we will be living on a building site. If at some stage the work is completed I would have an issue living at a train station with the anti-social behaviour that can occur.                                                                                       | <p>As detailed in Chapter 05 (MetroLink Construction Phase), there will be a construction security team on site. The primary function of the site's security team will be to ensure that no unauthorised entry to site occurs. There will be fencing around the sites to minimise the risk of vandalism and unauthorised access. This process will be made easier by all operatives possessing an ID card. ID cards will only be issued to operatives that have attended the site induction and (if relevant) a medical examination. CCTV and alarm systems will be installed where required.</p> <p>One of the outcomes of the architectural and urban realm design is to discourage anti-social behaviour during the operational phase, 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. Vandalism and anti-social behaviour on the trains and within the stations will be observed through CCTV (Closed Circuit Television) and if required staff sent to manage the situation. The ACID (Access control and intrusion detection) system will also identify intruders trying to enter locations where unauthorised access is prohibited. It will also cover the platform doors to the track (surface and retained cut stations) and to the tunnel (underground stations); entrances to technical rooms, the station incident rooms, and stations (outside operational hours); access to the mainline tracks; entrances to facilities at Dardistown depot (test racks, workshops, garages, OCC (Operational Control Centre), technical rooms, storage areas, offices, and emergency doors); the back-up OCC: electricity sub-stations; tunnel portals; shafts and ventilation shafts and emergency doors. ACID will be integrated with the telephone system, CCTV, SCADA (Supervisory Control and Data Acquisition), Fire Alarm System and the Central Clock System.</p> <p>Subject to a Data Protection Impact Assessment and compliance with the General Data Protection Regulation, there will be a single CCTV system and a single ACID system serving all stations, tunnels, substations, and depot, and managed from Dardistown Depot.</p> |
| 10                                                                                                                                                                                    | Observation/ Objection | 1        | I strongly object to this project for the following reasons: <ul style="list-style-type: none"><li>• Psychological injury</li><li>• Personal injury</li><li>• Health and safety</li><li>• Potential damage to property</li><li>• Damage to wildlife</li><li>• Damage to nature</li><li>• Inconvenience</li></ul> | <p>Please refer to the above responses in relation to impacts to human health (including psychological health), health and safety, potential damage to property and inconvenience.</p> <p>The EIAR details in full the proposed environmental protection measures to be implemented during construction. One of the key aspects of environmental control during the construction phase is the requirement for the appointed contractor to prepare a detailed design and construction methodologies plan in the form of a detailed Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. An Outline CEMP is included in Appendix A5.1 of the EIAR that will be developed further by the appointed contractors. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p>The EIAR Chapter 15, Biodiversity, describes and assess the likely direct and indirect significant effects of the proposed MetroLink Project on Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC. This chapter also provides a characterisation of the receiving environment within the proposed Project and within a wider study area in the vicinity of the proposed Project and the proposed mitigation measures to ameliorate the predicted impacts.</p> <p>Measures to mitigate and monitor the predicted impacts as a result of construction activity across the proposed Project are also detailed in Chapter 5 (MetroLink Construction Phase) and summarised in Chapter 31 (Summaries of the Route Wide Mitigation &amp; Monitoring Proposed).</p>                                                                                                                                                                                                              |

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| Submission No.                                                                                                                                                                        |                        |          | 096                                                                                                                                  |                                                                  |
| Organisation Name or Name of Submitter                                                                                                                                                |                        |          | Fiona O'Kelly (resident - 26 The Court, Dalcassian Downs)                                                                            |                                                                  |
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| Item No.                                                                                                                                                                              | Section Ref.           | Page No. | Observation Statement                                                                                                                | TII Response                                                     |
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| 11                                                                                                                                                                                    | Observation/ Objection | 1        | As I am directly affected by this proposed Metrolink project, I expect to be refunded the €50 I am forced to pay for this objection. | The application of the €50 fee is a matter for An Bord Pleanála. |

| Submission No.                                                                                                                                            |              |          | 097                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                                                                                                    |              |          | Frances Maguire (37 Clonmel Road, Wadelai, Glasnevin North)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 1                                                                                                                                                         | 5. Grounds   | 4        | I wish to object to the proposed site in front of Our Lady of Victories Church (OLV) being used as a location for the Collins Avenue Station as I feel there is a better alternative site which would have the benefit of providing a modern transport link but with far less adverse impacts on the people living/working in the proposed area and the young children attending OLV schools. I fully accept the benefits of having a metro station but there is a need to properly evaluate the impact on the large number of people who would be affected if this location is used.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>As outlined in EIAR Chapter 7 (Consideration of Alternatives), section 7.7.10.7, the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed station location in front of Our Lady of Victories (OLV) Church.</p> <p>This location for the station provides a number of advantages when compared to other location options, including Albert College Park:</p> <p>(1) It allows the Project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, providing for interchange between bus routes both on Collins Avenue and on Glasnevin Road. A station location further south at the northern section of Albert College Park would not provide a good level of interchange as there would be over 500m separating potential bus stop locations on Collins Avenue and the MetroLink station.</p> <p>(2) The proposed Collins Avenue Station will have a significant catchment area, noting the analysis undertaken at the Emerging Preferred Route (EPR) stage identified this route option had the highest potential passenger numbers when compared with other route options.</p> <p>(3) During the construction phase, the location of a station within the frontage to Our Lady of Victories means that traffic disruption to Dublin would be reduced when compared to the location of a station within the road corridor (partially or fully).</p> <p>TII acknowledge that there is potential for significant environmental effects on the surrounding area to the proposed MetroLink station if not mitigated effectively. However, as detailed in relevant chapters of the EIAR, TII's assessment shows that it is possible to mitigate the majority of potential impacts identified at this location during the construction period. Once the construction phase is completed, the location of a MetroLink station at OLV Church will provide significant positive benefits to the local community in terms of enhanced public transport provision, reduced traffic and the resultant improvements in the environment, with reduced noise and air quality pollution.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2                                                                                                                                                         | 5. Grounds   | 4 and 5  | <p>The main reasons for my objection are listed below:</p> <p>1) The proposed site for Collins Avenue Station is unsuitable because its construction which may take 7-10 years when the enabling works are taken into consideration would have a devastating impact on the operation of the 3 schools who share an entrance which is within 100 metres of the construction site for the station. The combined total of children and teachers needing daily access to the schools is close to 700. These users will be in this location for an average 5 hours a day for students and longer for teachers and admin staff. This is roughly 3,500 daily hours of school occupation affected by construction at the proposed OLV site. There will be additional traffic and disruption from the construction workers coming into the area as well as the usual traffic and these effects will continue through out the school day, increased risk of traffic accidents, traffic diversions will be needed and removal of existing parking will all impact access to the school. Heavy lorries moving tons of earth coming and going throughout the day will lead to greater pollution which will have a negative effect on the children's health and wellbeing and the associated noise will further erode their quality of life. This is a health and safety matter and when this number is multiplied by the weeks and years of construction the final impact on their young lives is significant and this measurement of impact needs be taken into account.</p> <p>2) Furthermore, when the parents who are obliged to drop off and collect such young children are factored into the equation, the number of affected people is well in excess of a 1,000. All of them will be adversely impacted on a daily basis. This is an unacceptable Impact, and that is only part of the problem.</p> | <p>Please refer to response item (1) above in relation to the proposed location for the Collins Avenue Station.</p> <p>It is important to note that as outlined in EIAR Chapter 5 Table 5.15, the estimated construction duration anticipated for the principal construction elements at Collins Avenue Station Compound / Deep Station is 99 months which equates to 8.25 years. However, the duration of major civil engineering work that would generate noise and dust would be c36 months (up until roof slab is on which will significantly reduce emissions). While there is potential for effects during the construction phase, impacts will be minimised through the implementation of the Construction Environmental Management Plan (CEMP) (EIAR Appendix A5.1 Outline CEMP, Diagram 2.1). Further details are provided below having regard to the management of traffic, noise and vibration and air quality. Mitigations for these impacts are also presented in Appendix A5.1 Outline CEMP.</p> <p>Traffic Management and Access</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase), explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users and to maintain access. Prior to implementation, all traffic management measures will be agreed with the relevant local authority, and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.</p> <p>The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. These mitigation measures are presented in Appendix A5.1 Outline CEMP.</p> <p>Measures will be implemented in order to maintain access to the schools during the construction of MetroLink. There are no footway, footpath or cycle lane closures that would require users to significantly divert from the existing routing, therefore maintaining access to the schools and surrounding area for people who walk or cycle. There will also be a temporary footpath constructed to the rear of the Church in order to maintain access from Albert College Court. Vehicles accessing the Church car park will be required to use a diversion via Albert College Court, maintaining access during all project stages. The proposed diversion for local access is presented in Appendix A9.5 Scheme Traffic Management Plan.</p> |

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| Submission No.                                                                                                                                            |              |          | 097                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Organisation Name or Name of Submitter                                                                                                                    |              |          | Frances Maguire (37 Clonmel Road, Wadelai, Glasnevin North) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                                                                                                                                                           |              |          |                                                             | <p>As outlined by EIAR Chapter 9, Traffic and Transport, Table 9.64, enabling works in this area will be undertaken such that one lane of general traffic and one bus lane in each direction will remain open, as well as dedicated cycle lanes being provided. Section 9.6.1.2.4.3 also confirms that during the enabling works, footways will either be retained in their existing location or realigned to a similar standard. During the main works, there will be a temporary footpath constructed to the rear of OLV Church to maintain access from Albert College Estate.</p> <p>The Enabling Works and Main Works will have an impact on accessing the OLV Schools if not mitigated. For those who walk to the premises, the signalised pedestrian/toucan crossing outside the front of the school will be retained during all works and will continue to allow safe access for pedestrians and vulnerable users. As presented in Appendix A9.5 Scheme Traffic Management Plan, there will be a restriction on parking in the bus lane on the western side of the R108, however with the maintenance of the pedestrian crossing, safe access will be maintained for drop-offs occurring on the eastern side of the R108 and other locations.</p> <p>In relation to health and safety, as outlined in EIAR Appendix A9.5 Scheme Traffic Management Plan Section 2.5.2.2, construction vehicles will be controlled in terms of the hours of operation (i.e. construction traffic will be prohibited during periods of very heavy traffic, and during school drop off and pick up periods to ensure the safety of children). In addition, there will be controls at the entrance and exit of sites for construction vehicles in order to ensure the health and safety of other road users. These details are also presented in Appendix A5.1 Outline CEMP.</p> <p>As outlined in Appendix A5.1 Outline CEMP, all staff and workforce will be encouraged to make their way to site and home from site by public transport, by project specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominated contractor(s) may provide a transfer pick-up and drop off service from suitable public transport hubs.</p> <p>Noise and Vibration<br/>Mitigation will be implemented to reduce impacts on schools, church users and residents, that will include:</p> <ul style="list-style-type: none"><li>•The provision of a noise barrier (4m) on the east, south and northern boundaries;</li><li>•The Contractor undertaking the works will be required to take specific noise abatement measures to the extent required and comply with the recommendations of BS 5228–1 (BSI 2014a);</li><li>•The selection of plant items will be required to comply with European Communities (Noise Emissions by Equipment for Use Outdoors) (Amendment) Regulations 2006 (S.I. No 241/2006);</li><li>•The outline Construction Environmental Management Plan (CEMP) contained in EIAR Appendix A5.1 includes a Construction Noise and Vibration Management Plan (CNVMP) that will be developed further for the construction phase and will be used by all contractors based on the application of the mitigation measures outlined in EIAR Chapters 13 (Airborne Noise &amp; Vibration), and 14 (Groundborne Noise &amp; Vibration);</li><li>•The CNVMP will take account of detailed assessment of potential noise and vibration impacts associated with each construction compound. The assessment will identify through modelling and calculation, predicted construction noise levels, identification of potential exceedance of Construction Noise Thresholds (CNTs), identification of required noise mitigation measures specific to each work area to minimise noise and vibration impacts so far as is reasonably practicable; and</li><li>•As part of the CNVMP a baseline noise study will be undertaken prior to the commencement of construction works to characterise the prevailing noise environment at impacted Noise Sensitive Locations (NSLs), as indicated in Appendix A5.1 Outline CEMP.</li></ul> <p>These measures will effectively reduce noise levels from construction to below the CNT. As outlined in EIAR Chapter 10 (Human Health) Table 10.14, following mitigation, construction may cause annoyance to users, but no residual health effects are predicted.</p> |

| Submission No.                                                                                                                                            |              |          | 097                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                                                                                                                                                           |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>As outlined in EIAR Chapter 14, section 14.4.1, groundborne noise and vibration at this location will be below the threshold of significance for construction. Vibration will only be perceptible to school occupants for single events or short-term durations and therefore will be tolerable as assessed and documented by EIAR Chapter 10, Human Health, section 10.5.1.2.</p> <p>Chapter 10 (Human Health) recognises that locations such as schools are considered 'highly sensitive' due to the presence of young people. However, at Collins Avenue, whilst there may be limited noise impacts predicted near these receptors, there are no significant adverse effects to human health.</p> <p>Air Quality<br/>Construction dust tends to be quite large in size (greater than 30 microns in diameter) and falls to the ground relatively quickly. This gives the potential for the soiling of cars or windows in the vicinity. As explained by EIAR Chapter 10, Human Health, section 10.5.1.1, this would not be deemed to have a significant adverse health impact as the dust does not stay airborne and is not inhaled. As outlined in EIAR Appendix A16.4 Section 6.3, a Dust Minimisation Plan (DMP) will be submitted for approval to the relevant planning authority to minimise airborne dust. Further information on dust mitigation is outlined in EIAR Appendices; A5.1 Outline CEMP, A16.2 Site Specific Potential for Construction Phase Dust Impacts, and A16.4 Dust Management Plan.</p> <p>The modelling of road traffic for impacts on human and ecological receptors has found no significant impacts that require mitigation measures with respect to the modelling of emissions. However, some mitigation measures can be put in place to minimise emissions:<br/>* Implement a policy which prevents idling of vehicles both on and off-site including HGV holdingsites;<br/>* Construction Phase traffic should be monitored to ensure construction vehicles are using the designated haul routes;<br/>* Additional vehicular traffic will be managed through the CEMP and Temporary Traffic Management Plans for the proposed Project and stations as per Chapter 9 (Traffic &amp; Transport);<br/>* Efficient scheduling of deliveries to minimise number of deliveries required, and in turn their emissions; and<br/>* Construction vehicles should conform to the current EU emissions standards and where reasonably practicable, their emissions should meet upcoming standards prior to the legal requirement date for the new standard. This will ensure emissions on haul routes are minimised.</p> |
| 3                                                                                                                                                         | 5. Grounds   | 5        | 3) Continuing on the subject of small children, I note RINA referred to a Creche located at the Junction of St Pappins Rd and Ballymun Road. If this was influencing the fact that the building of a station in the northern end of Albert College Park was considered unsuitable, I feel a judicial review is called for. After all the creche is operating on the site of the old parochial house, a building which was purchased at public expense to facilitate the earlier Metro North plans which were later shelved. The original CPO was granted to take possession of the old presbytery in order to remove any impediments to the building of a station in this general area and any current temporary use should not be factored into the score ratings for impacts. Especially not to the disadvantage of those who have their family homes in the area. | Please refer to response (1) above related to the location chosen for Collins Avenue Station. The creche referenced in the query was not a factor in the identification of the preferred station location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



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| 4                                                                                                                                                         | 5. Grounds   | 5 and 6  | 4) The next issue is the Church users who will be adversely affected by building in this location. This parish is well established and caters for many weddings, funerals, holy communions and confirmations etc. for the local congregation throughout the year. Naturally the parishioners need access to the front of the building, nobody wants their deceased family members entering the church from a crowded car park instead of the nicely landscaped front gardens which have a special area to park hearses or wedding cars etc. The landscaped area was an integral part of the original design of the church grounds. Also, the current proposal would deny Brides the use of the church steps for their wedding photos. The church is a parish amenity supported by community funding and both its use and the enjoyment of its grounds should remain available to all the parishioners. | <p>Please refer to response item (1) above in relation to the selection of the proposed location of Collins Avenue Station. Please refer to response item (2) in relation to the predicted impacts associated with the construction works.</p> <p>As outlined in the EIAR Chapter 4, Description of the MetroLink Project, Section 4.17.4.2, the specific urban design principles for Collins Avenue Station are to:</p> <ul style="list-style-type: none"><li>* Integrate grilles and hatches required for the station with the planting proposals;</li><li>* Consideration of the relationship between the station and the entrance to Our Lady of Victories Infants School;</li><li>* Raised table junction and shared space, and</li><li>* Preserve the main axis of Our Lady of Victories Church.</li></ul> <p>The landscape design in the operational phase 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. The existing baseline, potential impacts on landscape quality and views, and mitigation proposals are described in Chapter 27 (Landscape &amp; Visual).</p> <p>The design ensures the church will remain visible and identifiable from the road so that it can retain its local landmark status. Whilst the proposed built elements of the station will be evident, clear views to the church from the road and the residential properties beyond are maintained but softened by the proposed intervening planting. Views from the front of the church confirm the retention of the existing formality but within a more decorative contemporary garden. The improved quality of paving materials being employed accentuates that formal axis to the front of the church. TII consider that this high quality landscape design for the area in front of the church having full regard to the location and function of the church will ensure that the church will be able to function fully for all church users including those attending communions, weddings and funerals.</p> |
| 5                                                                                                                                                         | 5. Grounds   | 6        | 5) The Credit Union is another very important community facility, an integral part of community services and another stakeholder likely to be adversely affected by disruption and restricted access for its members if Metrolink is allowed to proceed at this site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Please refer to response item (1) above in relation to the selection of the proposed location of Collins Avenue Station. Please refer to response item (2) in relation to the predicted impacts associated with the construction works. As indicated in Appendix A9.5 Scheme Traffic Management Plan, there will be no impact to the parking available for the Credit Union, with access maintained to the premises. Therefore, the operation and customer access to the Credit Union will not be disrupted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 6                                                                                                                                                         | 5. Grounds   | 6        | 6) The proposal to build the Collins Avenue Station on the lands in front of Our Lady of Victories Church is much too close to the private homes located on the eastern side of Ballymun Road, there are approx. 8 family homes which would be subjected to intolerable disruption, that's in addition to numerous homes in Albert College Estate which would also be affected. The fact that the proposed development abuts the garden wall of number 158 Ballymun Road, a family home, is totally unacceptable. There would be far less private homes affected to the same extent, or with that level of proximity to the building site if the Collins Avenue Station was relocated to Albert College Park which could use the same design just a bit further down the road and I feel this should be considered.                                                                                    | <p>Please refer to response item (1) above in relation to the selection of the proposed location of Collins Avenue Station. Response item (2) details the predicted impacts associated with the construction works and mitigation measures that will help reduce impacts on all sensitive properties in the area.</p> <p>The EIAR has assessed the impact on 158 Ballymun Road, and provides for appropriate mitigations, as outlined below, to reduce the impacts to below significant:</p> <p>Construction Phase – Airborne Noise and Vibration</p> <p>EIAR Chapter 13 Airborne Noise and Vibration, Table 13.59 summarises the potential significant construction noise impacts from the construction of the proposed Collins Avenue Station, which includes receptor 1 for 158 Ballymun Road. The predicted impact without additional noise mitigation is Moderate to Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the north, east and southern boundaries of the Collins Avenue construction compound. Surface activities to support sprayed concrete tunnel construction will be enclosed within an acoustically clad steel framed building to control airborne noise breakout to surrounding receptors. With these mitigations the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration</p> <p>EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne noise and vibration levels during the construction phase of the project for 158 Ballymun Road:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                                                                                            |              |          | 097                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                                                                                                                                           |              |          |                                                             | <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during TBM passage is 49 dB LASmax, which is above the 45 dB LASmax threshold resulting in a significant impact on the occupants of the building for the relatively short duration of TBM passage.</li><li>• The predicted level of groundborne vibration during TBM passage is 0.266 ms-1.75 day and 0.224 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</li><li>• The predicted level of groundborne noise during mechanical excavation at Collins Avenue Station is 32 dB LASmax, which is below the 40 dB LASmax threshold resulting in a not significant impact on the occupants of the building.</li><li>• The predicted level of groundborne vibration during mechanical excavation at Collins Avenue Station is 0.001 ms-1.75 day and 0.001 ms-1.75 night, well below the VDV Threshold Level of 0.8 ms-1.75 day and 0.4 ms-1.75 night, resulting in a not significant impact on the building.</li><li>• The predicted level of vibration during blasting at Collins Avenue Station is 2.6mm/s PPV (Peak Particle Velocity), which is below the 8mm/s PPV threshold resulting in a not significant impact on the building.</li><li>• The predicted level of air overpressure during blasting at Collins Avenue Station is 104.6dB, below the Threshold Level of 125dB, resulting in a not significant impact on the building.</li></ul> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source but noting that the duration of this impact will be temporary and of the order of up to two-weeks as the TBM passes. TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> <p>Traffic Management<br/>As presented in Appendix A9.5 Scheme Traffic Management Plan, continued access to the property at 158 Ballymun Road will be maintained throughout the works. Therefore, a significant impact is not anticipated.</p> |

| Submission No.                                                                                                                                            |              |          | 097                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 7                                                                                                                                                         | 5. Grounds   | 6        | 7) Albert College Court provides accommodation for senior citizens/ incapacitated/vulnerable people. Occupancy of these units would be untenable during the construction phase. Given that we are in a housing crisis it makes no sense to build on the land at the front of OLV Church thereby removing much needed specialised housing units from use for the duration of the build. | <p>Please refer to response (1) above related to the location chosen for Collins Avenue Station. Please refer to response item (2) in relation to the predicted impacts associated with the construction works.</p> <p>As detailed in Chapter 11 (Population and Land Use), during the construction of the Collins Avenue station there will be localised disturbance and inconvenience, particularly impacting residents at Albert College Court assisted living/senior citizens accommodation.</p> <p>The EIAR has assessed the impact on Albert College Court, and provides for appropriate mitigations, as outlined below, to reduce the impacts to below significant:</p> <p>Construction Phase – Airborne Noise and Vibration<br/>EIAR Chapter 13 Airborne Noise and Vibration, Table 13.59 summarises the potential significant construction noise impacts from the construction of the proposed Collins Avenue Station, which includes receptor 39 for Albert College Court. The predicted impact without additional noise mitigation is Significant to Very Significant during some of the work phases. Noise mitigation measures are detailed in section 13.6.1 and include for a proposed 4m high acoustic noise screen along the north, east and southern boundaries of the Collins Avenue construction compound. Surface activities to support sprayed concrete tunnel construction will be enclosed within an acoustically clad steel framed building to control airborne noise breakout to surrounding receptors. With these mitigations the construction impacts are reduced to below significant.</p> <p>Construction Phase – Groundborne Noise and Vibration<br/>EIAR Chapter 14 Groundborne Noise and Vibration, Appendix 14.5 presents the predicted groundborne noise and vibration levels during the construction phase of the project for Albert College Court:</p> <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during TBM passage is 48 dB LASmax, which is above the 45 dB LASmax threshold resulting in a significant impact on the occupants of the building for the relatively short duration of TBM passage.</li><li>• The predicted level of groundborne vibration during TBM passage is 0.242 ms-1.75 day and 0.203 ms-1.75 night, below the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.0 ms-1.75 day and 0.5 ms-1.75 night, resulting in a not significant impact on the building.</li><li>• The predicted level of groundborne noise during mechanical excavation at Collins Avenue Station is 36 dB LASmax, which is below the 40 dB LASmax threshold resulting in a not significant impact on the occupants of the building.</li><li>• The predicted level of groundborne vibration during mechanical excavation at Collins Avenue Station is 0.002 ms-1.75 day and 0.002 ms-1.75 night, well below the VDV Threshold Level of 0.8 ms-1.75 day and 0.4 ms-1.75 night, resulting in a not significant impact on the building.</li><li>• The predicted level of vibration during blasting at Collins Avenue Station is 4.3mm/s PPV (Peak Particle Velocity), which is below the 8mm/s PPV threshold resulting in a not significant impact on the building.</li></ul> |

| Submission No.                                                                                                                                            |              |          | 097                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| Organisation Name or Name of Submitter                                                                                                                    |              |          | Frances Maguire (37 Clonmel Road, Wadelai, Glasnevin North)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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TII will undertake advanced consultation and stakeholder engagement to prepare people for the passing of the TBM and ensure the timing of these impacts are known.</p> <p>TII's contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with the Local Authorities prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached, noting that it is not possible to mitigate TBM groundborne noise and vibration at source. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements.</p> <p>The Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) also sets out the construction noise insulation and temporary rehousing measures to be implemented where required.</p> <p>Measures to mitigate and monitor these impacts as a result of construction activity across the proposed Project are detailed in Chapter 5 (MetroLink Construction Phase) and Appendix A5.1 Outline Construction Environmental Management Plan (CEMP). Additionally, the appointed contractor will update the Construction Environmental Management Plan (CEMP) to ensure all environmental impacts are managed and mitigated in accordance with the EIAR and Railway Order, assuming an Enforceable Railway Order is granted. This updated CEMP will be provided to DCC for consultation and approval in advance of any construction works on site. Monitoring instrumentation will also be used throughout the works to monitor potential environmental impacts, including those discussed in response item (2) above to ensure that acceptable limits are not breached.</p> <p>The EIAR presents an analysis of the potential impacts on Albert College Court in a number of chapters, recognising the sensitivity of the occupants. Section 10.5.1.2 of Chapter 10 identifies that once the mitigation measures are implemented there are limited noise impacts predicted as outlined in Chapter 13 (Airborne Noise &amp; Vibration) near these receptors but no significant adverse effects to human health. This chapter also identifies that when the dust minimisation measures detailed in the mitigation section of Chapter 16 (Air Quality) are implemented, fugitive emissions of dust from the site are not predicted to be significant and pose no nuisance to human health. Therefore, there will be no residual dust impacts during the Construction Phase.</p> <p>As such, residents at this location will not require rehousing.</p> |
| 8                                                                                                                                                         | 5. Grounds   | 6 and 7  | 9) There hasn't been any interaction with residents on Clonmel Road regarding the traffic impacts this project may have on them. Clonmel Road will need a traffic management plan. Currently many parents from the greater Wadelai area use the pedestrian lane way on the Eastern side of Clonmel Road as a link corridor to bring their children to OLV school. They avoid Glasnevin Avenue or Ballymun Road as these areas are very congested during the morning rush hour. These drop off trips bring additional traffic to the road and can cause congestion in the cul de sac on Clonmel Road. Blockages occur as you get cars coming down the road to drop off children, while those who have already completed their drop off are trying to do a u turn and leave the area. Those who have very young children add to the issue by having to find parking and walk the very junior pupils into the school before returning to their car. While the temporary extra traffic is inconvenient for some residents trying to go about their daily journeys it isn't a major problem at present. However, when Ballymun Road access is restricted and traffic lanes there are reduced, a lot more parents will have no choice but to divert to Clonmel Road, use of the pedestrian lane will increase significantly. Clonmel Road will be unable to deal with this additional influx of cars. The roads in Wadelai Estate were built in the 1940s when the levels of private car ownership was much lower and as a result the roads are quite narrow. Metrolink don't appear to have grasped this side effect of their proposal. | TII would like to point out that a detailed traffic and transport assesment to identify potential effects on traffic, pedestrian movements and public transport during the construction phase are presented for Collins Avenue station in Appendix A9.5 Scheme Traffic Management Plan of the EIAR where impacts on local traffic movements during the construction phase are predicted. However, Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (DCC) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access. These details are presented in both Appendix A9.5 Scheme Traffic Management Plan, and in Appendix A5.1 Outline CEMP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| Submission No.                                                                                                                                            |              |          | 097                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Organisation Name or Name of Submitter                                                                                                                    |              |          | Frances Maguire (37 Clonmel Road, Wadelai, Glasnevin North)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 9                                                                                                                                                         | 5. Grounds   | 7 and 8  | 10) Most of the users of this station will be Students who attend DCU and who travel from all over the city. A far better location for the station would be further south along Ballymun Road in Albert College Park. This location is closer to the college entrance and would be more convenient for the students.<br>For all of the above reasons it is my view that the location of the proposed Collins Avenue Station is better suited to a linear site in Albert College Park adjacent to the Ballymun Road side where there is a lower density of family homes in the immediate vicinity. Statistically this alternative site has no private homes adjoining the Metrolink site and less private homes in close proximity, plus less school attendees who would be impacted compared to the proposed OLV site. Furthermore, the numbers affected if the OLV site proceeds is way in excess of the number of park users who would be inconvenienced. Park users have the option using another gate into the park and availing of the remaining recreational areas or taking a walk in other public park and using other recreational facilities. Unfortunately, for the local residents adjacent to OLV Church it is their home, some are paying big mortgages and do not have an option to move, likewise, parishioners, school children and their parents do not have any other options. Most park users only spend a short time visiting the park, whether going for a leisurely stroll, sports training or playing football matches, a couple of hours at most, whereas the residents on upper Ballymun Road (referred to previously) would be permanently subjected to the inconveniences associated with living beside a building site 24/7. Surely the considerable effects on them and their lives should supersede occasional visitors to the park. | TII acknowledge the concerns of residents in the area surrounding Our Lady of Victories but as described in response (1) above, there is a strong rationale for the location chosen for Collins Avenue Station. As also identified in the responses above TII consider that the majority of significant effects on the surrounding area during the construction phase can be managed through the implementation of mitigation measures. Furthermore, it is important to note that completion of the project the area will be left with a high quality transport link into the city centre and to Dublin airport and further north, allowing for reduction in traffic on Collins Avenue and on the R108. |

| Submission No.                                                   |              |          | 098                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                           |              |          | Frank McDonald (6 The Cedar Glensavage Avoca Road, Blackrock)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| RE: Railway Order application for Metrolink project (ref 314724) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                |              | 3        | In reality, however, it is a classic example of the absence of joined-up thinking on transport in Dublin — a stand-alone project that doesn't make sense in its own terms and would need to be extended southwards in order to do so. An Bord Pleanála is, therefore, in the invidious position of being asked to make a decision on part of a much larger project without having any idea of where the rest of it would go.                                                                                                                                                                                                                                                                                                                             | As outlined in EIAR Chapter 03 (Background to the MetroLink Project), three major public transport projects proposed under the Transport Strategy for the GDA 2016-2035 (NTA, 2016), namely MetroLink, BusConnects and DART+ have been developed as independent standalone projects. These continue to be supported by the Transport Strategy for the GDA 2022-2042. However, these projects (together with the existing transport network and other public transport projects) are designed to provide a fully integrated transport network. The proposed Project is designed to offer interchange with other modes of public transport at numerous stations, such as Luas, DART, and bus, with the Luas Green Line interchange at Charlemont Station offering connection southwards. Additionally. the design of the project does not preclude future extensions or phases. If developed, these extensions and phases will be considered through their own planning process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2                                                                |              | 5        | <p>In November 2021, according to an Irish Times report, the NTA had decided to develop Luas lines serving UCD Belfield and Knocklyon/Rathfarnham to take pressure off the existing Green Line and remove the need for it to be upgraded to a metro south of Charlemont — but only after 2042. What all of this indicates is that the NTA is making it up as it goes along.</p> <p>In this case, it appears to be a stratagem to overcome the most glaring downside of the metro project, as first envisaged — the fact that it would have cannibalised most of the original Green Line, which had been installed just a few years earlier. So why, then, is the current plan to terminate the proposed 19km metro line at Charlemont being pursued?</p> | <p>As explained by EIAR Chapter 7, Consideration of Alternatives, section 7.5 Assessment of Alternative Route Options, the assessment of alternatives to identify a preferred route for the proposed Project has been undertaken based on the assessment of a number of route options and station locations. The proposed project has emerged out of three rounds of non-statutory public consultation and has been an objective of two GDA Transport Strategies that were the subject of Strategic Environmental Assessment and public consultation.</p> <p>Charlemont is specifically identified as locations for stations in the GDA Transport Strategy 2022-2042. ABP is required to have regard to those requirements as policies and objectives for the time being of a public authority whose functions have a bearing of the proper planning and sustainable development of Dublin (Transport (Railway Infrastructure) Act 2001 and 143 of the Planning and Development Act 2000). The transport strategy is also a consideration material to the proper planning and sustainable development of the area (Section 31 J of the Planning and Development Act 2000).</p> <p>The GDA Transport Strategy is a consideration material to the proper planning and sustainable development of the area (Section 31 J of the Planning and Development Act 2000).</p> <p>ABP has to give considerable weight to the GDA Transport Strategy, given its elevated role in the statutory scheme relating to proper planning and sustainable development, including that:</p> <ul style="list-style-type: none"><li>* the NTA is required to provide a report to planning authorities making regional spatial and economic strategies, development plans and local area plans ("relevant plans") with recommendations on the optimal use, location, pattern and density of new development taking account of the Transport Strategy and stating whether there is inconsistency between the relevant plan and the Transport Strategy;</li><li>* relevant plans are required to be consistent with the Transport Strategy;</li><li>* the Office of the Planning Regulator is required to evaluate relevant plans to ensure that they address consistency with the Transport Strategy;</li><li>* the Minister for Housing can direct variations to draft relevant plans to ensure that they are consistent with the Transport Strategy;</li><li>* landowners are not entitled to compensation where permission is refused due to inconsistency with the Transport Strategy.</li></ul> <p>The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy , section 12.3.10, "The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative option which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042. As such, the upgrading of the Green Line to metro standard is not being pursued as part of this strategy. Instead, for this strategy period, the capacity and frequency on the current Green Line from Sandyford northwards to the city centre will be incrementally increased through the provision of additional tram fleet and services and associated turnback arrangements to meet forecast passenger demand."</p> |



| Submission No.                                                   |              |          | 098                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Organisation Name or Name of Submitter                           |              |          | Frank McDonald (6 The Cedar Glensavage Avoca Road, Blackrock)                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                                                  |              |          | Response (2) continued.                                                                                                                                                                                                                                                                                                                                          | <p>Further information on the challenges associated with connecting to the existing Luas Green Line can be found in the TII published report: "Constructability Report - Green Line Closure, April 2019, ref <a href="https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf">https://www.metrolink.ie/media/ox0p3cjb/constructabilityreportgreenlineclosure.pdf</a>". This showed that construction works to connect the metro from Charlemont to the Green Line would incur line closures over a period of up to 3-4 years, depending on construction methodology.</p> <p>For this reason it has been necessary to determine the most appropriate interchange and termination location for MetroLink. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.' This is also reflected by EIAR Chapter 7, section 7.7.8 MetroLink Southern Terminus Location that explains the rationale for selecting Charlemont as the optimum location for interchange with the Green Line.</p> <p>As noted by the GDA Strategy the selection of Charlemont does not preclude any future connections to the west or south of the city should a railway order application be made for the same some point in the future.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 3                                                                |              | 5        | This issue was raised by An Bord Pleanála representatives during "pre-application consultations" with TII/NTA when they queried "the appropriateness of the selection of Charlemont as the end-point in the light of the decision to omit the Luas Green Line upgrade". That question has never been satisfactorily answered and needs to be rigorously pursued. | <p>Rationale for the Proposed Charlemont Station</p> <p>The proposal for an interchange location at Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the Metrolink station to the Luas stop at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further details are provided in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location, including Table 7-16 Summary to Identify Southern Termination Point for MetroLink.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                   |              |          | 098                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| 4                                                                |              | 6        | The Board's representatives queried the rationale for Glasnevin being chosen for one of the principal Northside stations, as opposed to Drumcondra, which was the location under the earlier scheme — given that Glasnevin is relatively close to the Luas Green Line terminating in Broombridge and also relatively remote from Croke Park (unlike Drumcondra).      | <p>EIAR Chapter 7, Consideration of Alternatives details the robust decision-making that has led to the preferred route chosen, including alternative alignments and station locations. The identification of a preferred route took account of the interchange capability of a location with other modes of transport, including the existing rail commuter services, and the future proposed DART+ network. Other criteria were also identified, such as potential trip demand, key trip attractors in the area, and directness of route (and subsequent impact on cost). Section 7.6.5 of Chapter 07 presents in detail the rationale for the selection of Glasnevin over Drumcondra. The choice of a station location at either Drumcondra or Glasnevin has been considered in the context of the achievement of the Transport Strategy for the GDA, having particular regard to maximising the interchange opportunities between different services and to provide fast and convenient access to major transport destinations such as Dublin City Centre and Dublin Airport.</p> <p>That analysis was subject to the non-statutory public consultation as part of the Emerging Preferred Route Report in 2018 and the conclusions of that report and consultation ultimately led to the adoption of the Glasnevin Station as an objective of the GDA Transport Strategies 2016-2035 and 2022-2042.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 5                                                                |              | 6        | Also raised was “the selection of the east side of St Stephen's Green, given the distance from Grafton Street and possible future interchange with Dart Underground”. The Board should also have queried the costly diversion of Metrolink's alignment to link up with DART at Tara Street when such an interchange would ultimately be provided by Dart Underground. | <p>Chapter 07 (Consideration of Alternatives) outlines how the Emerging Preferred Route (EPR) process identified St. Stephen's Green East as the preferred location for a station at St. Stephen's Green. The EPR was assessed through a Multi-Criteria Analysis (MCA) which included consideration of capital cost, landscape and visual impacts, impact to property, archaeology/architectural and cultural heritage, settlement, passenger experience and accessibility. The construction of a station at St. Stephens Green West would be very constrained due to the presence of St Stephens Green park, Luas services and the critical commercial importance of this area. Furthermore, as this location would be more than 1km from both Tara St and Charlemont there would be a requirement for two intervention shafts between Tara St and Charlemont in order to meet fire strategy requirements i.e. an intervention point not more than 1km apart to allow for evacuation and entrance for emergency services in the event of an emergency.</p> <p>A station at Tara Street allows the project to achieve one of the projects key objectives of interchange. It provides a good interchange opportunity with DART services and 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. Additionally, the latest Transport Strategy for the GDA 2022-2042 indicates that DART Underground will not be delivered before 2050, and therefore its benefits will not be present for Metrolink's proposed 2035 opening year, or for many years into the future. Therefore, the Tara Street location is critical to achieve an effective interchange between DART and MetroLink enhancing the overall transport network .</p> |  |
| 6                                                                |              | 6        | The abrupt termination of MetroLink at Charlemont, without any firm plan for a future extension, would involve excavating both the station as well as a substantial turn-back loop deep enough underground to avoid the Grand Canal and the main sewerage line serving Tallaght that runs alongside it. This would add immensely to the overall cost of the project.  | <p>Please refer to response item (2) above in relation to the choice of Charlemont Station as an appropriate interchange with LUAS. As presented in Chapter 07 (Consideration of Alternatives), the selection of Charlemont Station does not preclude any future connections to the south. In terms of cost, the provision of turnback facilities will be required no matter where the project endpoint will be, so there is no additional cost associated with this element of the project.</p> <p>The proposed tunnel turnback for Charlemont Station is to the south of the station with the tunnel entering the station from the direction of St Stephens Green from the North under both the Grand Canal and the Main Sewer from Tallaght.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |

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| 7                                                                |              | 6        | To put it mildly, more “joined-up thinking” is urgently required. This needs to embrace the integration of a// public transport modes serving Dublin — Luas lines, bus routes, commuter rail services and mainline rail. In regard to the latter, an All Island Strategic Rail Review is now under way to consider how the rail network can promote “sustainable connectivity”.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The transport strategy for the Greater Dublin Area is outside the scope of the Board's functions in considering this application for a Railway Order. The NTA, whose statutory function is to lead transport planning, has identified the current MetroLink and in particular the stations at Dublin Airport, Swords, Glasnevin, Tara Street and Charlemont as a critical component of the integrated transport solution for the GDA.</p> <p>Please refer to response item (1) above in relation to integration offered by MetroLink. EIAR Chapter 06 (MetroLink Operations and Maintenance) details how the proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport. Table 6.6. of this chapter details the interchange opportunities present at each station.</p> <p>As detailed in EIAR Chapter 03 (Background to the MetroLink Project), sustainability was a critical driver in the development of the Project. The Project is a sustainable mobility solution which supports the National Planning Framework's vision. The Project will be fully electrified and will be able to serve over 100 million passengers over time, diverting approximately 6.8 million car trips per annum in the early years through its delivery of interchange opportunities at each station. It should be noted that the All Island Strategic Rail Review "is not focused on commuter rail services within the major cities, but it will consider the interactions between proposed improvements to inter-urban rail and existing, or proposed, commuter rail services".</p>                                                                                                                                                                                                                                                                                                                               |  |
| 8                                                                |              | 6        | <p>If there is to be a new high-speed link between Belfast, Dublin and Cork, it should obviously be routed through Dublin Airport — not only to cater for Northern Ireland residents using the airport but also to free up the existing coastal railway line south of Drogheda for commuter services, which are currently impeded by having to share the same tracks.</p> <p>But if the mooted high-speed rail line was to run through Swords and Dublin Airport, running underground into the city centre and then onwards to Cork, where would that leave MetroLink? Clearly, it would make little sense to have two tunnelled rail lines serving the airport — both of these in addition to the Port Tunnel, which feeds into the M1 that also serves the airport.</p> <p>As far as I can see, this issue is not mentioned at all in the voluminous EIAR submitted in support of the MetroLink scheme; clearly, a high-speed mainline rail line running through Dublin Airport is someone else's department — CIE or Iarnrod Eireann — whereas MetroLink is Tii's (and NTA's) baby. Such compartmentalisation is the enemy of “joined-up thinking” on transport.</p> | <p>Chapter 03 (Background to the MetroLink Project) recognises that an intervention is necessary on this corridor to achieve a change in transport patterns that reduces the reliance on private cars and increases significantly the modal shift to public transport. The corridor facilitates the efficient functioning of two major international gateways (Dublin Port and Dublin Airport) and completes the economic link between Dublin and Belfast (which is part of the Belfast/Dublin Economic Corridor that is flagged for protection in the NPF).</p> <p>As detailed in Chapter 07 (Consideration of Alternatives), during the development of the Old Metro North project, an option was considered that provided a link to the airport from the Iarnród Éireann network. This option was not approved as it failed to achieve the Government's objectives for the (Old) Metro North project. It was also considered as part of the North Dublin Fingal Transport Study, which considered a long list of 10 heavy rail options and a short list of 3 heavy rail options, none of which performed as well as the proposed project having regard to economic, environmental, safety, accessibility and social inclusion factors.</p> <p>The Board's functions on this railway order application do not extend to matters of strategic transport planning. TII will not comment on the potential outcomes of the All Island Strategic Rail Review other than to say that as noted above the All Ireland Strategic Rail Review is a review of the inter-urban rail network while the proposed MetroLink project is a high capacity urban metro system required to serve predicted future population needs from Swords via Dublin Airport to Dublin City Centre and onwards to Charlemont . As noted in response item (1), MetroLink has been designed as part of an integrated transport network, with consideration given to avoiding the duplication of infrastructure/services by maximising interchange with all networks.</p> |  |
| 9                                                                |              | 6        | The EIAR's Architectural Heritage chapter lists seven buildings on the west side of O'Connell Street Upper dating from the reconstruction of the street in neo-classical style after the 1916 Rising and Civil War that are either protected structures or listed in the NIAH, all of which are located within the site of the proposed MetroLink station. Only facades would be retained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please see response item (10) below in relation to the impacts on architectural heritage at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

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| 10                                                               |              | 7        | <p>Table 26.55: Potential Direct Impacts During Construction at O’Connell Street Station rates the impacts of demolishing all but the facades of these buildings as “Significant” or “Very Significant” — whether this is done “on a standalone basis” or (as Til intends) in conjunction with Hammerson pic’s redevelopment of “Site 2” of its Dublin Central mega- scheme.</p> <p>The last surviving Georgian house from Luke Gardiner’s development of Sackville Street — 42 O’Connell Street Upper — is endangered by the demolition of No.43 and the excavation of its site to a depth of 28 metres. This would have “significant implications” for its stability, “requiring underpinning of the party walls/foundations” to keep the long-vacant house standing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The assessment, protection and monitoring of any building impacted by the Project will be a key requirement in the delivery of the construction works at each station and MetroLink Site. To this end a Project Conservation Architect (PCA) has been engaged to oversee the implementation of the Project and will be thoroughly engaged throughout the construction works to ensure that No. 42 O’Connell St is not damaged during the works adjacent to the building.</p> <p>The potential impacts to 42 O’Connell Street have been addressed in a number of chapters in the EIAR including Chapter 14 (Ground borne Noise and Vibration) and Chapter 26 Architectural Heritage. Please note that in Chapter 26, Table 26.55 of the EIAR relates to the potential effects on sites including No. 42 O’Connell St in the absence of any mitigation, while Table 26.66 in the same chapter outlines mitigation measures which are:</p> <p>“The demolition of number 43 O’Connell Street Upper and the structures to the rear and the propping of number 42 O’Connell Street Upper are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor’s conservation architect and approved by the PCA and vibration and settlement monitoring equipment is to be installed in number 42 and monitored to ensure that at no time do vibrations or settlement exceed given limits.”</p> <p>The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved. Furthermore, any damage to architectural heritage receptor is to be repaired in accordance with a method statement to be prepared by the PCA or by the appointed contractor’s conservation architect and approved by the PCA. The potential effects are expected to decrease from Imperceptible to slight following mitigation.</p> |  |
| 11                                                               |              | 7        | <p>The most tragic loss would be the former Carlton cinema, dating from 1938, which was one of the anchors of O’Connell Street for decades until its closure in 1994. With seating for 2,000 in its original format before it was subdivided into three cinemas in 1976, the entire volume of the Art Deco cinema still survives, including a significant amount of its original fabric.</p> <p>More than 20 years ago, the Carlton was proposed as a location for the National Conference Centre; indeed, its name was appropriated to refer to the development site even then being assembled by forerunners of Hammerson pic as the “Carlton site”. It would be ideal for conversion into a concert hall or music venue to enliven this stretch of O’Connell Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Unfortunately as identified in Chapter 26 of the EIAR, whilst, the impressive facade of the Carlton Cinema will be retained, other elements will be demolished. However the impacts at this site and the adjacent site have to be considered in the context of this building not being used since 1994 and the adjacent site being vacant since 1976. The retention of this facade will ensure that it does not continue to deteriorate due to dereliction. In addition, prior to the demolition of number 52-54 O’Connell Street Upper the building is to be recorded to English Heritage level 3. The recording of associated coal cellars to facilitate propping of the facades, the demolition and the propping of the facade are to be carried out in accordance with a method statement compiled by the PCA or by the appointed contractor’s conservation architect and approved by the PCA. Vibration and settlement monitoring equipment is to be installed in the retained façade and monitored to ensure that at no time do vibrations or settlement exceed given limits. The equipment is to be monitored and in the event of threshold limits being exceeded all work in the vicinity is to stop until the cause of the issue is identified and resolved.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 12                                                               |              | 7        | <p>Instead, as the EIAR notes, “the Carlton ... is to be demolished, except for the facade, as part of the works to construct O’Connell Station. The section to be demolished [the entire interior] is not part of the protected structure, though it is included in the NIAH. To facilitate the supports for the façade during construction, the cellars beneath the footway will be infilled with concrete ...</p> <p>Again, the predicted impact is rated as “very significant”. As someone who remembers the cinema in its heyday as well as the Carlton Grill on the first floor, overlooking O’Connell Street, I sought to persuade Hammerson to retain and refurbish its Art Deco glory. They were also open to considering options for its future use, including the idea of turning it into a music venue.</p> <p>But that was before the alignment of MetroLink was altered so that, instead of excavating a station box in the middle of O’Connell Street as originally envisaged, it was now to be done behind propped-up façades along its west side. It is clear that the combined impact of MetroLink and Hammerson’s Dublin Central scheme will fundamentally change the character of the street.</p> | <p>Please refer to response item (11) in relation to the demolition associated with the construction of O’Connell Street Station.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                   |              |          | 098                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Organisation Name or Name of Submitter                           |              |          | Frank McDonald (6 The Cedar Glensavage Avoca Road, Blackrock)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| RE: Railway Order application for Metrolink project (ref 314724) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 13                                                               |              | 7        | <p><i>Table 26.58: Potential Direct Impacts During Construction at St Stephen's Green Station</i> acknowledges that “part of the park will become a construction site during the works to provide St Stephen's Green Station, with the removal of paths, railings alongside paths, vegetation, the addition of hoardings, the installation of plant and other equipment, the removal of trees ...”</p> <p>Railings, plinth walls and gates around part of the park's eastern perimeter would also be removed along with some of the lamp posts and bollards as well as the Wolfe Tone monument, its array of granite columns and the adjoining Famine sculpture for the duration of the station's construction. All of this will have a “profound” impact on the architectural heritage of the park.</p> | <p>Temporary land take required for construction activities at St. Stephen's green has been minimised in order to mitigate the impacts on the green as far as possible. The construction footprint within St. Stephens Green park will occupy just 5% of the park area. As noted in Chapter 26 (Architectural Heritage), architectural elements such as railings, monuments, paving stones are to be removed on a temporary basis prior to construction and are to be reinstated on completion. Mitigation in these cases involves the removal into secure storage of those items and their return and re-erection in each case. The dismantling, transportation, storage, conservation or repairs and reinstatement are to be carried out in accordance with specifications to be compiled by the MetroLink Project Conservation Architect and the works supervised by suitably qualified professionals. Following the implementation of mitigation measures the potential impacts on elements of architectural heritage are considered to be moderate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 14                                                               |              | 8        | <p>Socially, the proposed demolition of the mid-1990s College Gate apartment block on Townsend Street and the Markievicz Leisure Centre on its lower levels as well as a nearby terrace of social housing adjoining the railway bridge would be the most serious negative impact of MetroLink in the city centre, as it would result in the loss of more than 80 homes.</p> <p>Chapter 8 of the EIAR states that “the Project Team is acutely aware of the potential [!] impact of the proposed Project to these property owners” and that TII would negotiate a scheme of compensation to allow for relocation of residents. It would also “support DCC in the identification and development of a replacement site for a leisure centre and swimming pool”.</p>                                        | <p>TII acknowledge that the loss of residential property and the Markievicz Sports and Fitness Centre is a very significant impact arising from the proposed station location at Tara St. However the decision to locate a station here was carefully considered and is central to the proposed MetroLink project as it allows for interchange with DART services at this location, in addition to serving an important catchment area. The EIAR outlines proposed mitigation measures to ameliorate the effects of the property loss. As detailed in Chapter 11 (Population and Land Use), for those residential properties that will need to be acquired permanently, suitable measures will be proposed for residents under the provisions of the Railway Order. In particular, a Land Acquisition Strategy has been prepared to provide information to residents and set out the arrangements in place for affected property owners. As detailed in Chapter 21 (Land Take), section 21.6 Mitigation Measures, in recognition of the impact on residential cases where properties are to be acquired and given the unique circumstances surrounding the proposed impacts to the College Gate apartment complex, TII will engage the services of a property advisory company to engage directly with property owners. Property owners will be invited to participate in a Discretionary Scheme. The Discretionary Scheme will offer property owners the opportunity to negotiate and reach a 'Pre-Agreement' on both a baseline residential unit price and other matters of compensation that an owner would normally be entitled to under the compensation stage. This will provide the parties with as much certainty as possible at this early stage.</p> <p>TII will use reasonable endeavours to make arrangements to provide residential property owners with as much time as possible in which to relocate, beyond that which is provided for under the statutory process.</p> <p>Full details of the Land Acquisition Strategy are contained in Chapter 11 and 21, and on <a href="http://www.metrolink.ie">www.metrolink.ie</a></p> <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> |  |
| 15                                                               |              | 8        | <p>Ashford House on Tara Street, a substantial eight-storey office block dating from the 1990s, is also targeted for demolition to make way for the excavation of the Tara station — all as a direct result of the project promoters' decision to divert the MetroLink alignment further east to provide a multi-level connection with the overground Tara Street DART station.</p>                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Please refer to response item (5) above in relation to the justification of Tara Station location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 16                                                               |              | 8        | <p>It should be noted that the entire city block bounded by Tara Street, Poolbeg Street, Hawkins Street and Townsend Street has been cleared in recent years for redevelopment. Had the alignment been drawn differently, it would surely have been possible to provide a station box for Metrolink on that extensive site. However, it appears to have been overlooked by TII/NTA.</p> <p>Instead, an equally large urban block immediately to the east — bounded by Tara Street (with the sole exception of the Irish Times building), Townsend Street, the Loopline and Poolbeg Street, and incorporating much of Luke Street — is now slated to be turned into another huge hole in the ground for several years to facilitate construction of Metrolink's Tara station box.</p>                     | <p>Please refer to response item (5) in relation to the justification for Tara Street Station. EIAR Appendix A7.2 Tara Street Station Report summarises the options considered for the location of Tara Station. In total 11 options were considered, which included various alignments which would locate under other sites referenced in the submission, however the preferred option 0, now the proposed Tara Street Station location, was selected as the preferred option as it retains good interchange facility with DART in line with the Project objectives, it has more limited impact on city traffic and utilities during construction than other options, it reduces risk to the overall construction programme, provides for a safer construction methodology, offers a cheaper overall construction cost, and retains the opportunity for future adjacent development by others.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |

| Submission No.                                                   |              |          | 098                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                           |              |          | Frank McDonald (6 The Cedar Glensavage Avoca Road, Blackrock)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                       |
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| Item No.                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                          |
| RE: Railway Order application for Metrolink project (ref 314724) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                       |
| 17                                                               |              | 9        | It is now up to An Bord Pleanála's inspectorate and the Board itself to examine this huge transport project objectively, bearing in mind that it carries a minimum price-tag of €9.5 billion. Given the complexity of what has been proposed, it will need to hold an oral hearing to tease out many of the issues, including the downsides I have highlighted in this submission                                                                                                                                                                                                                                                                                                                                                                | TII welcome the opportunity to present the proposed Project at an Oral Hearing.                                                                                                                                                                       |
| 18                                                               |              | 9        | If MetroLink has an Achilles heel, it is surely the abrupt termination of the 19km line at Charlemont and the extensive turn-back loop that would be required to accommodate it. To overcome this fatal flaw, TII/NTA should be sent back to the drawing board to devise a viable continuation of the line that would sensibly extend it into Dublin's southern suburbs.                                                                                                                                                                                                                                                                                                                                                                         | Please refer to response item (2) in relation to Charlemont Station and future phases of the Project.                                                                                                                                                 |
| 19                                                               |              | 9        | In this regard, I agree with the submission made by architect Peter Twamley that the line should be extended to serve Rathmines — including the site of Cathal Brugha Barracks, now the subject of a Government-sponsored feasibility study for a major housing scheme — and onwards via Harold's Cross, Terenure and Templeogue to terminate in Tallaght.                                                                                                                                                                                                                                                                                                                                                                                       | Please refer to response item (2) above in relation to Charlemont Station and future phases of the Project. As presented in Chapter 07 (Consideration of Alternatives), the selection of Charlemont Station does not preclude any future connections. |
| 20                                                               |              | 9        | <p>I also agree with Mr Twamley that the diversion of MetroLink to connect with DART at Tara Street must be revisited. As he writes, "based on distance alone, the cost of a direct route from O'Connell Street to St Stephen's Green will be considerably less than the proposed diversionary loop from O'Connell Street to Tara Street and on to St Stephen's Green ..."</p> <p>This would not only make much more sense economically but also eliminate the drastic requirement to demolish several important assets in and around Townsend Street, including the College Gate apartments and Markievicz Leisure Centre, the nearby small social housing scheme adjoining the Loopline and the Ashford House office block on Tara Street.</p> | Please refer to response item (5) and (16) in relation to the justification for Tara Street Station.                                                                                                                                                  |



| Submission No.                               |                                     |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Organisation Name or Name of Submitter       |                                     |          | G.A.D.R.A. Residents Association                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Metrolink Submission Railway Order (RO) 2022 |                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 1                                            | Introduction                        | 1        | We welcome the Metrolink project and have engaged with TII since the start of the project in order to improve the project, minimise the negative impacts on our community and, in particular, to protect the mature trees within our area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII acknowledge and thank you for your response in support of the proposed Project. We have reviewed and responded to your observations below, including those made with regards to community impacts and mature trees.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 2                                            | Access to Independent Expert Advice | 1        | Access to Independent Expert Advice: Why wasn't access to an Independent Expert provided earlier on the Project (Example of precedent given MetroLink North and the Madden Report)?.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Access to the Independent Engineer was provided in September 2021, following the appointment of RINA. This appointment coincided with the completion of the preliminary design and was the most appropriate time for the Independent Engineering Expert to begin their review of the MetroLink Preliminary Design proposals.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 3                                            | Access to Independent Expert Advice | 2        | <p>Independence of advice from Independent Expert: Why were the terms of reference for the Independent Experts Advice Brief set by NTA/TII? GADRA referred this to the Minister of Transport and were simply deferred them back to NTA.</p> <p>RINA's (the Independent Expert) final report to residents had to be approved by TII prior to circulating it to the resident stakeholders, and this approval process by TII only serves to undermine independence.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>The terms of reference for the independent Engineer were issued to residents groups prior to RINA being commissioned. Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) recognised that residents groups may find that some aspects of the Railway Order process quite technical and set up Independent Engineering Experts to assist residents groups in interpreting technical designs, drawings etc. and formulating their responses.</p> <p>Following engagement with Resident Groups pre-tender stage to the Independent Engineering Expert contract, it was agreed that the involvement of an independent third party would provide the assurance of the independence of the IEE, rather than involve the residents directly in the tender evaluation process. As such an Engineer nominated by Engineers Ireland formed part of the evaluation team during the tender process. The description of services for the Independent Engineering Expert were published at tender stage and are still available on the MetroLink website. TII and NTA provided free access to an Independent Expert to assist residents associations understanding and responding to the scheme. It was done voluntarily to promote full and effective public participation in the scheme.</p> <p>The contract scope for RINA states that each report shall be submitted to TII for factual assessment prior to issue, and as such TII made no comments on the content or conclusions of the report nor had any role in approving the final document. Therefore, the independence of the IEE to carry out their role and produce an independent report was maintained. Please note the following extract from the IEE scope, "Each report shall be submitted to the Client's Representative for review. The Client's Representative shall not comment on the content of the report. The Client will only make comments as to the accuracy of facts regarding MetroLink. No comment regarding the analysis of the content will be provided unless it is deemed the Service Provider has provided a report which has not been developed with the reasonable skill, care and diligence of a Service Provider carrying out similar work."</p> |  |
| 4                                            | Access to Independent Expert Advice | 2        | <p>Information not provided to the Independent Expert in a timely manner before RO submission: Why wasn't sufficient information provided to the Independent Expert in advance of the RO submission?</p> <p>Prior to the submission of the RO, the appointed Experts appeared to have had difficulty in obtaining information from TII and, indeed, were not even informed of the timing of the application for Railway Order. In the RINA (Independent Experts) Interim Report, it states that for 70% of resident's questions to the TII, an answer was provided that was not comprehensive, nor did it provide as much information as was expected.</p> <p>The Independent Expert did not see any of the EIAR, which contained answers to many of the questions residents raised, ahead of the RO submission, which meant the independent expert report was not available until 6 weeks into the consultation period, giving residents just two weeks to make submissions.</p> | <p>The EIAR is one of the most complex and interconnected EIARs ever produced for an Irish project. It was not finalised until immediately prior to its submission to ABP. Given the pressing need to deliver MetroLink, TII's priority was to lodge the RO and open the public participation process for all affected stakeholders. The public consultation period was also extended in respect of the entire application for a total of 15 weeks, such that there would have been 9 weeks for residents to make submissions based on the observers calculations. It should also be noted that residents groups were issued with RINA's report in draft on the 9th of November and in final form on the 23rd of December providing sufficient time for residents to further expand on their submission during the upcoming Oral hearing.</p> <p>Key aspects of the project were also subject to statutory public consultation in relation to the GDA Transport Strategy 2016-2035 and 2022 to 2042 and non-statutory public consultation in relation to the Emerging Preferred Route (2018), Preferred Route (2019) and the Albert College Park Intervention Shaft (2020).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

| Submission No.                               |                                                                  |              | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Item No.                                     | Section Ref.                                                     | Page No.     | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| Metrolink Submission Railway Order (RO) 2022 |                                                                  |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 5                                            | Access to Independent Expert Advice/Construction Phase           | 2, 3, 27, 28 | That an independent expert is available to residents during the Enabling and Construction Works. Request to ABP that a condition is placed on the granting of the RO that an independent expert advice (free of influence from TII/NTA) is available to residents and stakeholders during the enabling works and the construction phase. GADRA have requested that this aspect of the project is under the ownership of Dept of Finance, Enterprise or Transport and not the NTA.                         | <p>The services of the Independent Engineering Expert (RINA) are due to be concluded on completion of the Railway Order process (expected in 2024). The continuation of provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p> <p>TII does not believe it is appropriate to impose conditions requiring the involvement of the Departments cited in this matter, as the construction of railways is outside their statutory remit. TII does not accept that there is a basis to question its bona fides in this regard and points to the ten years of public consultation that preceded the Railway Order application in that regard.</p> |  |
| 6                                            | Access to Independent Expert Advice<br><br>and<br><br>Conclusion | 3 & 28       | <p>Residents Monitoring Group.</p> <p>GADRA are supporting the call for a Residents Monitoring Group so that Environmental impacts such as noise, vibration, traffic, dust, working hours, timelines etc. and the effectiveness of any construction mitigation measures - Agree monitoring and reporting templates. Reports are available for all residents to review in real time with a role for Independent Experts here also to provide oversight as to completeness of information bring shared.</p> | <p>Chapter 5: MetroLink Construction Phase, section 5.12.4.5 sets out TII Plans for Community and Engagement during the construction Phase.</p> <p>A Stakeholder and Community Engagement Plan has already been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none"><li>• Regularly reviewing and updating stakeholder and community engagement plans;</li><li>• Actively maintaining partnerships and design focus groups established with the community; and</li><li>• Communicating in a timely and open manner.</li></ul> <p>Through the ongoing development of this plan, it is proposed that TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in this EIAR, will be informed and consulted in advance of work taking place.</p>                                                |  |
| 7                                            | Access to Independent Expert Advice<br><br>and<br><br>Conclusion | 3 & 28       | <p>Community Fund.</p> <p>GADRA fully supports the call by associations for Community Fund and Residential Monitoring Group. Similar to the children's hospital fund.</p>                                                                                                                                                                                                                                                                                                                                 | <p>TII intends to establish a minimum of 3 local community liaisons offices along the MetroLink Route. It is proposed to locate these offices in the city centre, Glasnevin and Swords Areas. The offices will be established at least 3 months prior to the commencement of the Major Infrastructure works.</p> <p>TII will work with all established Community Groups through the local community liaison offices along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects might include by way of example:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options.</li></ul>                                                                                                                                                                                                                                       |  |
| 8                                            | Access to Independent Expert Advice<br><br>and<br><br>Conclusion | 3 & 30       | <p>Stakeholder Engagement (Historic).</p> <p>GADRA believe that so many of the issues that they (we) have today could have been addressed prior to Railway Order. GADRA have engaged with TII since the very start of this project sending their first questions to the TII in 2018. However, despite the early and enthusiastic engagement on their side, they found that TII did not respond.....</p>                                                                                                   | <p>While fully recognising that matters of concern have been raised through the consultation process in 2019 and 2020, TII strongly disagree with any suggestion that these matters have not been addressed in advance of the submission of the Railway Order. The process of the Preliminary Design upon which the EIAR for the Railway Order is based, and the proposed construction arrangements, where appropriate, have incorporated feedback from the consultation process undertaken in 2019 and 2020 as set out by EIAR Chapter 8, Consultation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |

| Submission No.                               |                                             |             | 099                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| 9                                            | Stakeholder Engagement                      | 3           | <p>Risk to Dublin City should project start and then stop for unforeseen circumstances:</p> <p>GADRA raised this issue with the Independent Experts at our first meeting November 11<sup>th</sup>, 2021, and RINA raised it with TII who confirmed that, at that point, it had not been included it in their Risk Register. TII to confirm whether this risk has now been considered?</p> | <p>TII confirm this risk has been considered.</p> <p>If the works were halted temporarily, for example if monitoring of a particular environmental impact showed results were trending towards a breach of acceptable limits (note the monitoring is designed with pre-determined trigger levels designed to ensure acceptable levels are not breached) or a safety concern was identified, then the area of the works concerned would be secured and temporarily suspended until TII are satisfied the works can resume following an investigation, consideration of lessons learnt, and actions to be implemented to avoid any reoccurrence. Such plans will be set out by the contractor's Monitoring Action Plans (MAPs) and associated contingency plans.</p> <p>If in the highly unlikely event construction must be abandoned, in the first instance, all works would be made safe and secured, and then it would be a decision for Transport Infrastructure Ireland to determine to what extent further work should be undertaken. It must be stressed that abandoning MetroLink main works once underway is viewed as a highly unlikely event. The main works procurement and governance process that will determine whether MetroLink main works should proceed will be rigorous and robust to ensure that a future risk of abandonment of the Project is extremely unlikely / improbable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10                                           | Specific Issues Being Raised and Conclusion | 4, 5 and 29 | <p>Please confirm the rationale for the decision to go from Twin Bore to Single Bore and why this was not included in the EIAR?</p> <p>The EIAR is incomplete in relation to the decision to change from Twin to Single Bore, what was the reason for this massive change.</p>                                                                                                            | <p>The EIAR provides the rationale and benefits of a single bore tunnel and therefore TII do not consider the EIAR is incomplete.</p> <p>A detailed comparative analysis of twin versus single bore tunnel has been undertaken, that has included consultation with Barcelona Metro that currently successfully operates a single bore configuration. EIAR Chapter 7, section 7.7.2.2.1 Overall Conclusions, notes that this analysis identified that a single bore tunnel option offered significant benefits for the proposed Project when compared to the twin bore solution that was considered at the Emerging Preferred Route (EPR) stage. These benefits include:</p> <p>Passenger Evacuation and Incident Management</p> <ul style="list-style-type: none"><li>• The single bore configuration enables faster passenger evacuation from the ends of the train directly onto tracks, rather than more challenging lateral evacuation on to an elevated walkway along the sides of the tunnel required for a twin bore configuration.</li><li>• The single bore provides increased space for emergency services access and working space adjacent to a train in the tunnel.</li><li>• Conditions can be created within a larger single bore diameter tunnel that facilitates smoke stratification at a high level in the bore for a longer period of time when compared to that in a twin bore configuration. Therefore, the single bore configuration facilitates enhanced evacuation conditions for passengers and provides better tunnel visibility during fire events when compared to the twin bore solution.</li><li>• The single bore configuration offers a more flexible system throughout the life cycle of the asset in that it allows operational adjustments such as additional track crossovers without the need to build new infrastructure / tunnels.</li></ul> <p>Programme and Cost - A single bore tunnel can be constructed at lower cost and quicker than a twin bore configuration due to:</p> <ul style="list-style-type: none"><li>• The overall reduced volume of structure to be constructed i.e. twin bore tunnels will require more concrete and steel, and an overall greater volume of excavation.</li><li>• Not only can the single bore tunnel itself be constructed more quickly, and hence reduce the construction programme as less overall volume of material needs to be excavated, but also there is no requirement for cross-passages, which are slow to construct and need to be mined as separate construction activities after the main tunnel has been built, adding time to the programme and a complex activity dependency to be managed..</li><li>• There is no requirement to construct extra mined/cut &amp; cover sections required to accommodate track crossovers since these can be accommodated in the single bore tunnel, that the twin-bore cannot accommodate.</li></ul> <p>(It is recognised that the single bore configuration unlike the twin bore arrangement means there is a need for intervention shafts where the distance between stations is greater than 1000m. This only occurs at one location on the Project between Griffith Park and Collins Avenue stations and overall is offset by the benefits listed.)</p> <ul style="list-style-type: none"><li>• As there is only one TBM to drive or pull through stations under construction, the station programme durations are reduced together with schedule interface risks with other programme critical construction activities.</li></ul> |

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|                                              |                                                                                                    |          | Response (10) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <div>Environment</div> <ul style="list-style-type: none"><li>• The reduction in excavation means spoil quantities, handling and disposal is reduced and hence traffic on the roads and the follow on volume of land fill disposal is reduced.</li><li>• The reduction in concrete and steel that will be used to manufacture the tunnel lining precast segments will be reduced for a single bore tunnel and will therefore reduce the traffic on the roads.</li><li>• There is an overall reduced environmental impact since the construction programme is quicker, less materials are needed for construction (reduced use of natural resources and traffic to transport materials to site), less excavation (spoil disposal volumes are reduced resulting in less traffic on the roads and reduced landfill), and an overall reduction in embedded carbon as a result of the reduced volume of material (steel and concrete) required compared to a twin bore configuration.</li></ul> <div>Accordingly, the EIAR complies with the EIA Directive requirement to describe the reasonable alternatives, indicate the main reasons for the chosen option and compare their environmental effects in so far the decision to opt for a Single Bore over a Twin Bore Tunnel.</div>                                                                                                                                                                                                                                                                                                                                                        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| 11                                           | Specific Issues Being Raised<br><br>and<br><br>Intervention Shaft and Collins Ave Station position | 4, 5 & 6 | <div>Specific Issues Being Raised (Assume location as highlighted):</div> <div>Our issues in relation to the Metrolink are as follows:</div> <div>Intervention Shaft (Albert College Park) Issues, including:<ul style="list-style-type: none"><li>o The lack of consultation on the shaft position.</li><li>o The lack of any evidence of an alternative to the shaft.</li><li>o The lack of evidence supporting the size of the shaft in the EIAR.</li><li>o The size of the footprint of the shaft in both construction and operation phase.</li><li>o The withholding of information on the shaft during the consultation on the EPR.</li><li>o The lack of information in relation to Intervention Shaft within the EIAR especially in relation to construction traffic, base line sound measurements - it appears to not have been included (most like as it appears to have been a late addition to the project).</li><li>o GADRA's proposal for Dublin Fire Brigade Access ACP Shaft to be outside of the park on Ballymun road rather than be in the park as part of the shaft footprint.</li><li>o The fact that there are alternatives to the carpark/ emergency vehicle area outside of the park that also comply with industry safety standards has not been shown in the EIAR.</li></ul></div> | <div>The Public Consultation Document for the Preferred Route, published as part of the public consultation held in March 2019, included reference to an intervention shaft required in Albert College Park (ACP), with the location indicated in Section 10, Appendix B, Sheet 15 ACP Intervention &amp; Ventilation Shaft. However, feedback was received following the PR consultation in 2019 that there was not sufficient information provided on the intervention shaft at ACP. TII thus subsequently held a Local Area consultation solely on the intervention shaft at ACP for 4 weeks in early 2020. This was supported by a detailed report explaining the rationale and construction and operational requirements for the shaft - see EIAR Appendix A8.16. The main topics raised during this consultation related to aesthetics, environment, amenities, and parking. Please refer to EIAR Chapter 8, Diagram 8.10 and Appendix A8.14 and A8.15 for further details. TII would therefore contest that they have not undertaken sufficient consultation or withheld information as suggested by the observation made.</div> <div>The requirement for an intervention shaft is a function of the distance between Collins Avenue and Griffith Park stations. Response (12) explains the rationale for the proposed location of Collins Avenue Station, while EIAR Chapter 7 Consideration of Alternatives, section 7.7.11.1 explains the location options that were considered for the Intervention Shaft before determining the south-west corner of Albert College Park presented the preferred solution:</div> <ul style="list-style-type: none"><li>• The Intervention shaft is no more than 1000m from either Collins Avenue or Griffith Park Stations;</li><li>• The intervention shaft is adjacent to the tunnel on the west side of the park in order to reduce the length of connecting tunnel;</li><li>• The park area is the only "open space" on the MetroLink route between the two stations and as a result the location of the intervention shaft here avoids the requirement for any demolitions or impacts on private property; and</li><li>• The tunnel intervention shaft can be accessed easily by emergency vehicles and there is enough area for safely congregating passengers in an emergency.</li></ul> <div>The design for the Albert College Park Intervention Shaft has been developed having regard to the submissions received and further discussions with Dublin Fire Brigade and other stakeholders with the site layout and the landscaping also developed to mitigate the visual impact. The size of the facility has been designed to accommodate the necessary ventilation facilities and access to the tunnels; to provide space for maintenance vehicles; and emergency vehicles space adjacent to the building entry point as required by Dublin Fire Brigade. Summary information is provided in EIAR Chapter 4, Section 4.17.5 Albert College Park Intervention Shaft with full details in EIAR Appendix A8.16. Response (34) below explains the rationale for the construction footprint of the site.</div> <div>Further, as noted by EIAR Chapter 21, Land take, section 21.6.1.5, while temporary and permanent land take at the proposed Albert College Park Intervention Shaft will result in the loss of two 5 a-side soccer pitches and a small portion of one full sized pitch situated in Albert College Park and currently used by a local football club. In mitigation, 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. Sufficient area will also be available for circulation around the pitches while they are occupied. Loss of habitat and wildlife will also be reinstated after initial construction. Chapters 27 (Landscape &amp; Visual) and 15 (Biodiversity) set out the assessment into the potential impacts at Albert College Park, while Appendix A8.18 details the engagement that has taken place with Dublin Fire Brigade.</div> |  |

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|                                              |                                                                                                    |          | Response (11) continued.                                                                                                                                             | <p>EIAR Chapter 13 Section 13.3.1.6 notes the baseline noise monitoring results at Albert College Park with two unattended and four attended monitoring locations for this area. Section 13.5.2.6.3 describes the construction impacts on Albert College Park Intervention Shaft.</p> <p>EIAR Chapter 5, MetroLink Construction and Appendix A9.5 Scheme Traffic Management Plan details the impact of the temporary traffic management measures and associated construction traffic. As the Intervention Shaft is wholly located within the Albert College Park, there are no temporary traffic management measures associated with the construction of this site required on the adjacent R108, causing no impact to road users. As shown in Appendix A5.7 Construction Vehicles, Plant and Equipment, there will be approximately 30 to 80 vehicle movements per day associated with the Intervention Shaft, however much of the works will see daily vehicle movements lower than this range. As a result, the impact on traffic at this location will not be significant. The construction of the intervention shaft will also be complete in 2027 (prior to the peak main works construction year of 2028) and therefore the impact of the vehicles associated with the Intervention Shaft have been considered in the cumulative assessment of the enabling works (peak construction traffic generated in 2024).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 12                                           | Specific Issues Being Raised<br><br>and<br><br>Intervention Shaft and Collins Ave Station position | 4        | Specific Issues raised in relation to Collins Ave:<br><br>Please confirm the rationale for the position of Collins Avenue station?                                   | <p>As outlined in EIAR Chapter 7, Consideration of Alternative, section 7.7.10.7, the assessment undertaken for the Emerging Preferred Route (EPR) identified a preferred route option including the proposed Collins Avenue station location.</p> <p>This location for the station provides a number of advantages when compared to other location options, including Albert College Park:</p> <p>(1) It allows the Project to achieve a core project objective of providing public transport that is integrated in the existing and future proposed transport network, providing for interchange between bus routes both on Collins Avenue and on Glasnevin Road. A station location further south at the northern section of Albert College Park would not provide a good level of interchange as there would be over 500m separating potential bus stop locations on Collins Avenue and the MetroLink station.</p> <p>(2) The proposed Collins Avenue Station will have a significant catchment area, noting the analysis undertaken at the Emerging Preferred Route (EPR) stage identified this route option had the highest potential passenger numbers when compared with other route options.</p> <p>(3) During the construction phase, the location of a station within the frontage to Our Lady of Victories means that traffic disruption to Dublin would be reduced when compared to the location of a station within the road corridor (partially or fully).</p> <p>The predicted temporary environmental impacts during construction on the surrounding area, as detailed in the relevant chapters of the EIAR, can be effectively mitigated. Once the station is operational, the location of a MetroLink station here will provide significant positive benefits to the local community in terms of enhanced public transport provision, reduced traffic and the resultant improvements in the environment as a result of reduced noise and air quality pollution.</p> |
| 13                                           | Specific Issues Being Raised<br><br>and<br><br>Intervention Shaft and Collins Ave Station position | 4        | Our issues in relation to the Metrolink at Griffiths Park are as follows:<br><br>- The rationale for the move to the current position for the Griffith Park Station? | <p>At the Emerging Preferred Route Stage (EPR) stage the Griffith Park station was shown located on the Na Fianna playing pitches. The rationale for subsequently selecting the Home Farm pitches as the location for the Griffith Park Station is described and assessed in EIAR Chapter 7 Consideration of Alternatives, Section 7.7.10.8 Griffith Park, as the least impactful solution to deliver the Proposed Route. Locating the station under the Home Farm sports pitch is more preferable than under the Na Fianna pitches as the main Home Farm pitches are located away from this location whereas the Na Fianna pitches form the clubs principal playing pitches and training ground. The construction impacts would thus be more significant at the Na Fianna location.</p> <p>In addition, the adoption of a single bore tunnel arrangement requires the inclusion of an Intervention shaft between the Griffith Park Station and the Collins Avenue station due to the distance between these stations exceeding the Fire Safety Strategy limit of 1000m. Locating the Griffith Park Station on the Na Fianna grounds would increase the distance from here to the Glasnevin Station to above 1000m and thus require the introduction of an additional intervention shaft along this built-up residential section of the route.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Submission No.                               |                                                                                                    |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Item No.                                     | Section Ref.                                                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| Metrolink Submission Railway Order (RO) 2022 |                                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 14                                           | Specific Issues Being Raised<br><br>and<br><br>Intervention Shaft and Collins Ave Station position | 4        | Our issues in relation to the Metrolink at Griffiths Park are as follows:<br><br>- Please confirm that the proximity of the Griffith Park Station to the highly sensitive Tolka river has been considered?                                                                                                                                                                                                                                                                                                                                                                                                                                                        | We confirm that the location of Griffith Park Station has considered the proximity of the Tolka River. For the full details of the assessments carried out relevant to the proposed Griffith Park Station, please refer to EIAR Chapter 15: Biodiversity. This has also been considered as part of Chapter 18 Hydrology and Chapter 19 Hydrogeology. Appendix A5.1 Outline CEMP and A5.11 outline construction measures with regards to working near watercourses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 15                                           | Intervention Shaft and Collins Ave Station position:                                               | 5 & 6    | Intervention Shaft: GADRA object to the positioning of an Intervention Shaft in a public park, which will permanently remove an area of public park from public use.<br><br>This proposed shaft is a material permanent above ground structure, yet the public were not given any information on this shaft during the consultation phase (2019) and were not given any alternative site rather than in a public park. Indeed, the only consultation that occurred on the shaft was in relation to design, not position.<br><br>An alternative location well away from homes and not in a public park in an area of Ballymun Library Car Park was not considered. | Response (11) above explains the rationale for the proposed location of the Albert College Park Intervention Shaft.<br><br>The rationale for the location (including consideration of alternate locations), layout, access provision, finishing and landscaping of the proposed Albert College Park (ACP) Shaft are also provided in the Report on the ACP Tunnel Intervention Shaft, included as Appendix A8.16 of Chapter 8, Consultation of the EIAR.<br><br>As set out in EIAR Chapter 4, Description of the MetroLink Project, section 4.17.5, and detailed on drawing ML1-JAI-SRD-ROUT_XX-DR-Y-03001 Plan Drawings ML-VT- 304 G-H, the shaft is located on the South West corner of Albert College Park. To address the concerns received from the Preferred Route consultation, the above ground structure will consist of a brick clad building with approximate dimensions 9m by 8m and 3m high at the top of the access shaft, with the remainder of the structure below ground. Access and egress has focused on resident feedback with both provided onto Ballymun Road.<br><br>As referred to in Chapter 8, Appendix A8.15, the outline details of the proposed shaft were shared during the Local Area Consultation in early 2020.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 16                                           | Intervention Shaft and Collins Ave Station position:                                               | 5 & 6    | Albert College Park: The disruption to nocturnal wildlife at this site will be significant and GADRA are requesting no works on this site at night.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Pre-Construction planning for the Preliminary Design as assessed under this EIAR has provided for the majority of the works to be undertaken during standard working hours. There are exceptions to this for the reasons explained by responses (28) and (32) below but noting these works will take place underground and be covered so that noise disturbance during the night does not occur, and deliveries restricted.<br><br>With regards to disruption to nocturnal life, overall, it is not expected that any potential impacts would be of such a magnitude that they would negatively affect the conservation status of the local bat species that have been recorded at this location. This is due to the following reasons:<br><br>• All bat species present are very common species, that are of “Least concern” in terms of their conservation status, and include Leisler’s bat, which is known to tolerate certain levels of light disturbance, consistent with the proposed development at this location, compared to other bat species;<br>• The availability of suitable alternative habitats beyond this location will provide suitable foraging habitat for any displaced bats (e.g. within Santry Demesne, along the Santry River corridor);<br>• The existing levels of light disturbance at this location;<br>• The proposed lighting will be designed such that it is directed towards the construction compound rather than beyond its boundaries and it avoids light spill onto any nearby sensitive features (such as hedgerows and trees used by bats). A Lighting Management Plan will be prepared by the contractor for Albert College Park and this will include details on how the lighting will be managed to avoid light spill at this particular location;<br>• The good practice use of light or lux meters to measure and check actual lighting levels on-site will be adopted. Measured values will be compared with relevant guidance for lighting in the workplace (refer to Appendix 5.18, Construction Lighting of the EIAR). This will ensure that light pollution is mitigated whilst workers are protected with a safe level of lighting.<br>• There will be no significant additional lighting which will increase the baseline light levels along features suitable for commuting and foraging bats at Albert College Park. Low level lighting may be required in these locations to provide a safe environment for security personnel and pedestrians; however, surface works will not be undertaken during night-time hours in these locations. Therefore, there is no potential for likely significant effects to occur.<br><br>The EIAR has demonstrated that there are no other sensitive nocturnal biodiversity receptors likely to be affected by the works. |  |



| Submission No.                               |                                                                    |               | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                     | Section Ref.                                                       | Page No.      | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Metrolink Submission Railway Order (RO) 2022 |                                                                    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 17                                           | Intervention Shaft and Collins Ave Station position:               | 5 & 6         | Zoning: The area planned for shaft is currently zoned as Z9, GADRA do not believe that a ventilation shaft meets the criteria for this Zoning, but a station would.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>The proposed ventilation shaft lies within lands zoned Z9 in the Dublin City Development Plan 2016-2022 (in force at the date of lodgement) and the Dublin City Development Plan 2022-2028 which is now in force.</p> <p>As a structure considered to come within the description of Public Service Installation in the Dublin City Development Plan 2022-2028, it is considered that the Ventilation Shaft is a Permissible Use under the Z9 zoning, and is therefore compliant with the zoning objective.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 18                                           | Intervention Shaft and Collins Ave Station position:               | 7             | Modelling: GADRA are of the opinion that the strategic modelling employed does not accurately reflect the future passenger demands in the area (in determining the location of Collins Ave Station).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The NTA's Eastern Regional Model (ERM) has been used to forecast passenger demand for the MetroLink. This model includes for future land use and population changes and is the most appropriate tool available to forecast passenger demand for The Project. GADRA have not identified any aspect of the ERM that supports their conclusion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 19                                           | Intervention Shaft and Collins Ave Station position:               | 7, 8, 9 & 10  | <p>Please note below the argument our colleagues in ACRA and Ballymun Residents Associations have made to the TII and we fully support this.</p> <p>For determining the location of the station at Collins Ave, why were no comparison made between:</p> <ul style="list-style-type: none"><li>- the current selected church station location; to either</li><li>- the location option (option 3 Metro North); or</li><li>- the GADRA proposed Albert College Park station location, coupled with a ventilation shaft north of Collins Avenue at Ballymun Library.</li></ul>                                                                                                                        | <p>TII have carefully examined the possible locations for Collins Avenue Station. Response (12) explains the rationale for the proposed location of Collins Avenue Station and response (11) the intervention shaft location requirements. EIAR Chapter 7 Consideration of Alternatives, section 7.7.11.1 explains the rationale that has resulted in the Intervention Shaft being placed in the south-west corner of Albert College Park:</p> <ul style="list-style-type: none"><li>• The Intervention shaft is no more than 1000m from either Collins Avenue or Griffith Park Stations;</li><li>• The intervention shaft is adjacent to the tunnel on the west side of the park in order to reduce the length of connecting tunnel;</li><li>• The park area is the only "open space" on the MetroLink route between the two stations and as a result the location of the intervention shaft here avoids the requirement for any demolitions; and</li><li>• The tunnel intervention shaft can be accessed easily by emergency vehicles and there is enough area for safely congregating passengers in an emergency.</li></ul>                                                                                                                                                                           |
| 20                                           | Intervention Shaft and Collins Ave Station position:               | 10 & 11       | <p>Categories for the Multi Criteria Assessment: Collins Ave. Why was this information only release after the RO submission date?</p> <p>We also note the manner in which Our Lady of Victories School has been treated in this process and would highlight how differently this school has been treated in comparison to the treatment and special allowances made for the Scoil Caitriona and the children in School Mobhi by moving the Griffith Park Station, and we ask why these children and school should not be afforded the same respect and consideration given the similarities in the impacts.</p> <p>See below possible location of station in the park negating need for a shaft</p> | <p>Collins Avenue MCA document is a working analysis that was undertaken for various options that had been identified previously for this location. A draft internal analysis was undertaken to confirm the analysis undertaken in the EPR. Following consultation, TII agreed to share this draft document with the local residents. Due to its draft/working nature it was not required to form part of the application documents.</p> <p>All decisions in relation to the locations of MetroLink infrastructure have been taken on the balance of benefit versus impact, and that impacts need to be mitigated to acceptable levels. As demonstrated throughout the EIAR documents it is simply not the case that TII have prioritised one community group over another in the decisions taken. The rationale for moving Griffith Park Station is explained by response (13) above. TII would further note that impacts to the school, as for any other receptor will be mitigated so that the impacts of MetroLink are not unacceptable which are covered throughout the EIAR.</p> <p>Response (12) above explains the rationale for the proposed location of Collins Avenue Station and thus the need for an intervention shaft between the proposed Collins Avenue and Griffith Park stations.</p> |
| 21                                           | Intervention Shaft and Collins Ave Station position and Conclusion | 10, 11 and 30 | GADRA highlight how differently the Our Lady of Victories School appear to have been treated in comparison to the treatment and special allowances made for the Scoil Caitriona and the children in School Mobhi by moving the Griffith Park Station, and we ask why these children and school should not be afforded the same respect and consideration given the similarities in the impacts.                                                                                                                                                                                                                                                                                                     | Please refer to response (20) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 22                                           | Shaft Consultation                                                 | 12            | <p>Shaft Consultation:</p> <p>GADRA contend that the NTA/TII have not fulfilled the requirements of DPER's "Consultation Principles &amp; Guidance" or their statutory obligations under the Aarhus Convention in terms of the underpinning pillars of access to information and public participation in decision-making in this regard.</p>                                                                                                                                                                                                                                                                                                                                                        | TII strongly disagree with the assertion that the requirements of DPER's "Consultation Principles & Guidance" or the statutory obligations under the Aarhus Convention have not been followed. EIAR Chapter 8, Consultation provides details of the consultation process undertaken in 2019 and 2020 in relation to the proposed intervention shaft at Albert College Park. Please also refer to response (15) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Submission No.                               |                                          |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                     | Section Ref.                             | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Metrolink Submission Railway Order (RO) 2022 |                                          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 23                                           | Shaft Consultation                       | 13       | Shaft Consultation:<br><br>There is no need for Fire Engines to turn on this footprint as indicated in the EIAR Section 4.17.5, and as confirmed to GADRA by Dublin Fire Brigade (DFB) and confirmed in the EIAR, DFB have requested a one-way system with two exits - thus negating the need to turn vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | As set out within the EIAR Chapter 4 section 4.17.5, a one way system for entry from and exit to the R108 has been provided for Dublin Fire Brigade, alongside required parking space for vehicles by the intervention shaft, both following discussions with Dublin Fire Brigade regarding their requirements. Further details are provided on slide 84 of 89 on RO Submission: Structures Details Book 3 of 3 Other Line wide Structures Fingal County Council and Dublin City Council. There is no provision for vehicle turnback’s at this location.<br><br>The reasoning supporting the proposed location, layout and operation of the Emergency Shaft at Albert College Park is detailed within Appendix A8.16.               |
| 24                                           | Shaft Consultation                       | 13 & 21  | Shaft Consultation.<br><br>Shaft access and parking, confirm DFB have been consulted on the details outlined.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Dublin Fire Brigade have been consulted during the development of the Preliminary Design of the Albert College Park Shaft as detailed within the EIAR and Railway Order documents, and the design accommodates their requirements. Please refer to dates of meetings held with DFB outlined in appendix A8.19.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 25                                           | Information Provided during Consultation | 15 to 24 | GADRA also contend that :<br>- A proper consultation process was not followed in 2019.<br>- The decision to put an above ground shaft and emergency vehicle/ maintenance car park in a Dublin city park was taken without discussing the proposal with DCC (as confirmed to GADRA by the Head of Parks) or with the public.<br>- Also note and object to the permanent loss of park lands and we object to any access from Hampstead Avenue as detailed.<br>- Noted allegations of breaches of the Irish Constitution and of the Aarhus Convention, refuted by the NTA.<br>- Request from ABP that this position and size of this shaft is not agreed until an assessment of an alternative to its position and size has been undertaken.<br>- object to the additional emergency exit on to Hampstead Avenue, with the required second exit can be accommodated on the Ballymun Road. | TII do not agree that a “proper consultation process was not followed in 2019” for the reasons set out by response (11) above. TII has carried out three consultations over and above the statutorily require Railway Order consultation. TII would also note that DCC are aware of and have not objected to the Albert College Park intervention shaft proposal.<br><br>Response (11) also explains the reasoning (and alternatives considered) for the proposed location and size of the intervention shaft.<br><br>TII can also confirm no access is provided off Hampstead Avenue, with both accesses now provided off the Ballymun Road. (See Railway Order Drawings, Structures Book 3 of 3, ML1-JAI-SRD-ROUT_XX-DR-Y-03001). |

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| 26                                           | Information Provided during Consultation | 15 to 24 | <p>Preferred Route Albert College Intervention Shaft. Report from 2019. In particular, GADRA highlight the following issues (Summarised below 1 - 9) with the report produced in relation to Albert College Shaft 2019 Report in particular noting the seriousness of points 1 and 2:</p> <p>1) The option of a station at this site in the EIAR is a fundamental flaw with this assessment. No reason given on why a station was not considered (at this location).</p> <p>2) An Environmental Impact Assessment Report (EIAR) of the construction stage was not addressed - again a fundamental flaw and a major issue with the current process.</p> <p>3) Dispute the validity of the statement: this preliminary design was developed from feedback provided during the public consultation process.</p> <p>4) State that "the details of the proposed shaft were not widely circulated or communicated".</p> <p>5) Noted "that local public representatives do not support the proposal to put a shaft into a public park preferring the option of a station instead".</p> <p>6) Provide correspondence on NTA position with the provision of information during the consultation period.</p> <p>7) Shaft report indicates that the distance from Glasnevin Station to Mater Station is 683m. This shows that a station in Albert College Park would not result in a distance between consecutive stations that is out of line with the distance between other stations on the Preferred Route.</p> <p>8) "For the tunnel intervention shaft to be no more than 1000m from either Collins Avenue or Griffith Park Stations, it must be situated either immediately north of Hampstead Avenue in the south-west corner of Albert College Park; or within the residential area immediately south of Hampstead Avenue;" GADRA were shocked that a residential area was even considered for a shaft location.</p> <p>9) Note and object to the permanent loss of park lands and we object to any access from Hampstead Avenue as detailed. Include alternative: DFB have confirmed that they are just looking for best international standards which means a hard standing area for two fire engines be available for emergency vehicles within 20 meters of the shaft- the layby on the Ballymun road satisfies this criteria negating the need for an area of the park to be incorporated into this shaft design thus reducing the permanent land take from the park.</p> | <p>It is important to recognise that the level of detail presented by the Preferred Route (PR) Albert College Intervention Shaft 2019 is commensurate with the level of detail required for the PR stage of the project. However as the design developed and information became available on the proposed intervention shaft, a site specific public consultation was initiated whereby submissions were invited on the proposals to install an intervention shaft at Albert College Park. This consultation occurred between February 12<sup>th</sup> 2020 and March 30<sup>th</sup> 2020 and was initiated by the delivery of an information pack to 4,250 homes in Glasnevin and Ballymun from February 12<sup>th</sup> 2020, in addition to the delivery of brochures outlining the proposals to local libraries and council offices. 195 submissions were received in response to this public consultation including 7 from public representatives and 11 from local organisations.</p> <p>In accordance with the numbered observation points:</p> <p>1. The rationale for the position of Collins Avenue Station is explained by response (12) above.</p> <p>2. TII do not agree that this is a fundamental flaw. At the Preferred Route consultation stage the details of the proposal were not at the level of detail to undertake an EIAR, and the subsequent development of the design to Preliminary Design has formed the basis of the EIAR assessment for the Railway Order, noting that the Preliminary Design was developed taking account of the feedback gathered during the consultations in 2019 and 2020.</p> <p>3 and 4. Response (11) above explains why TII consider they have taken account of feedback provided during the consultation process and adequately circulated the proposals for Albert College Intervention Shaft.</p> <p>5.While support may not be unanimous for Albert College Intervention Shaft, TII have set out the rationale that has led to the preferred location for Collins Avenue Station and Albert College Park Intervention Shaft in responses (12) and (11) respectively.</p> <p>6. TII are unsure as to what correspondence the GADRA is referring to but will be happy to provide the relevant resonance if GADRA wish to contact TII directly in advance of the Oral Hearing]</p> <p>7. The rationale for the preferred location of Collins Station is set out by response (12) above. This means the distance between the proposed location of Collins Avenue Station and Griffith Park Station is greater than 1000m and hence the requirement for an intervention shaft between these stations.</p> <p>8. The statement explains the constraints that apply to the selection of a location for an intervention shaft. The residential area is also considered a constraint and ruled out early in the design process.</p> <p>9. Response (11) explains the reason for the proposed land take, including the provision of space for maintenance and emergency vehicles space adjacent to the building entry point as required by Dublin Fire Brigade. The hardstanding area is linked to a maintenance access road which is not only proposed for DFB but also for associated maintenance. TII can also confirm no access is provided off Hampstead Avenue, with both accesses now provided off the Ballymun Road. (See Railway Order Drawings, Structures Book 3 of 3, ML1-JAI-SRD-ROUT_XX-DR-Y-03001).</p> <p>While the objection to Park land take is recognised by TII, it is also noted that this submission proposes that instead a station is located at this site that would bring with it a greater potential environmental impact during the construction phase to be managed, as well as also resulting in permanent land take, and therefore many of the observations (objections) to Albert College Park Shaft would also apply to a station if constructed at this location.</p> <p>(continued below)</p> |

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| 27                                           | Information Provided during Consultation | 15 to 24 | <p>Preferred Route Albert College Intervention Shaft. Report from 2019. In particular, GADRA highlight the following issues (Summarised below 10-18) with the report produced in relation to Albert College Shaft 2019 Report in particular noting the seriousness of points 1 and 2:</p> <p>10) Drilling and blasting appears to be the intended method by which this shaft will be constructed (Section 5 of shaft report). The impact on Human health impact was not considered in the as part of an EIA and note our opposition to the plan, asking that VBM is used.</p> <p>11) Baseline sound monitoring from this location, was omitted and this also must be addressed prior to RO.</p> <p>12) The report does not contain the impacts on this structure (Underground plant and fan room) as part of the build.</p> <p>13) the report states that shaft is a significant construction - so we ask again why this significant construction was excluded from consultation on the Preferred Route and was omitted from the EIAR- this needs to be addressed prior to granting RO.</p> <p>14) Object to the plans for a temporary construction compound (see Section 5.1 of shaft report below) and we object to the loss of the park for the duration of 3 years - noting that this does not include the length of time required for the park to recover and be available for public use. In contrast to the shaft report the EIAR says the construction will take 5 years.</p> <p>15) The report does not contain any assessment of the short medium- and long-term effect of the proposal. As previously stated, a major flaw.</p> <p>16) Review of Section 6.1 of shaft report there is no assessment of the impacts on the residents living less than 20 meters from this site - although the report does make reference to the impact on the playing pitch.</p> <p>17) Request that a precast roof be used during the construction of the shaft to mitigate impact on residents.</p> <p>18) Request that this site is a dark quiet site at night with no works taking place on it given that this site is adjacent to the main tunnels and its proximity to home and the flora and fauna of the park.</p> | <p>(continued from above)</p> <p>10. The Human Health assessment is presented in Chapter 10 of the EIAR. As stated in section 10.5.1.1.2 and 10.5.1.1.3 of this chapter the human health effects of airborne and groundborne noise &amp; vibration have been considered. The health effects are associated with exceedances in criteria set out in Chapter 13 Airborne Noise and Vibration, and Chapter 14 Groundborne Noise &amp; Vibration. It should be noted that blasting and its potential for health effects is specifically referenced in section 10.5.1.3. Section 10.7 of the chapter identifies that blasting could cause a significant effect which will be temporary or short-term (at locations identified as exceeding criteria in Chapter 14). However, there are no exceedances of criteria for blasting at sensitive receptors in the vicinity of Albert College Park as identified in Chapter 14.</p> <p>11. Baseline monitoring was undertaken in the vicinity of Albert College Park (AT25, AT26, AT27, AT28, AT64, UT31 and UT32) . Refer to Table and Figure 13.1 (sheet 5 of 7).</p> <p>12. Please refer to the EIAR prepared for the project where all potential effects arising from the project during both the construction and operational phase have been presented.</p> <p>13. As outlined above, this location was consulted on separately to the Preferred route.</p> <p>14. Response (11) above explains the rationale for the land take, noting that there will be no loss of pitches during the construction phase. The estimated construction period as stated by EIAR Chapter 5, MetroLink Construction Phase, Table 5.15, is 63 months. This period allows for the removal of the compound and landscape reinstatement. Once the main civils works are complete, for the MEP installation at this location, it is possible for the compound footprint to be reduced to the permanent footprint of the facility shaft area with the park reinstated as proposed.</p> <p>15) The assessment presented in every chapter of the EIAR is based on a comprehensive assessment of potential effects during the construction phase and the operational phase. This is in line with best practice and guidance.</p> <p>16) The Albert College Park Report notes that all impacts would be assessed within the EIAR in necessary detail. Please refer to the EIAR prepared for the project where all potential effects arising from the project during both the construction and operational phase have been presented.</p> <p>17) Please refer to section 13.6.1.2.4 of Chapter 13 and 14 of the EIAR where it is proposed that at Albert College Park, during night-time support works for sprayed concrete tunnelling, surface activities will be enclosed within an acoustically clad steel framed building to control airborne noise breakout to surrounding sensitive properties.</p> <p>18. Response (16) above explains the proposed management of night-time lighting, noting that lighting will be designed such that it is directed towards the construction compound rather than beyond its boundaries and it avoids light spill onto any nearby sensitive features. Response (28) explains the proposed approach to required night-time working, noting an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding properties. Deliveries to this compound at night will be limited to concrete supply for the sprayed concrete tunnelling works only and these will be scheduled to occur over limited delivery periods to minimise impacts on surrounding properties.</p> |

| Submission No.                               |              |           | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| 28                                           | Construction | 24 & 25   | Construction: Requesting daytime standard working and delivery times (table 5.3) only, including SCL (Section 5.5.11.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>The shaft at Albert College Park will require two 23m long connection tunnels from the shaft, connecting to the main tunnel (see the general arrangement of the shaft in Diagram 5.27). Both tunnels will be constructed using the Sprayed Concrete Lining technique (SCL which consists of cycles of excavation followed by the application of shotcrete (sprayed concrete), rockbolts and steel girders. The final connections will then be made from the main running tunnel (See Diagram 5.28).</p> <p>Owing to the nature of the tunnelling works and to ensure a safe and stable method of excavation, the SCL tunnel construction will be undertaken 24 hours per day, seven days per week. It is proposed that during SCL night-time support works, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. Refer to Outline Construction Environmental Management Plan (CEMP) Table 6.2 "Noise and Vibration Measures - Topic: Acoustic Barriers ANV8".</p> <p>The structure will achieve a minimum sound reduction index of 24dB Rw with acoustic internal lining of the structure to reduce reverberant noise build up. The enclosure design will be such that openings are sited away from Noise Sensitive Location (NSL) boundaries as far as practicable.</p> <p>Deliveries to this compound at night will be limited to concrete supply to the SCL works only and these will be scheduled to occur over limited delivery periods to minimise impacts on surrounding properties.</p> |  |
| 29                                           | Construction | 24 and 25 | The ground water level at this shaft site is high and much grouting works will be required. Confirm that this matter has been fully assessed in the design and particularly in the choice of construction for the shaft (secant piling - Section 5.5.2.1)?                                                                                                                                                                                                                                                                                                                                      | <p>Groundwater levels have been considered in the design of all of the deep structures along the route, including the Ventilation Shaft at Albert College Park. EIAR Chapter 19 (Hydrogeology) presents the assessment of groundwater in relation to the project.</p> <p>The water tightness of the internal structure of the shaft will be achieved through specification to minimise water ingress through the secant walls. In addition, an allowance has been made for the inclusion of internal walls inside the secant piles to accommodate an internal drainage system for water management within the completed shaft, as is normally provided, but noting that there will be no significant drawdown of groundwater levels.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 30                                           | Construction | 24        | Please confirm that base line noise monitoring will be a requirement under the RO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Baseline monitoring has been completed at this location as part of the EIAR. Furthermore, it is a requirement of the Outline Construction Environmental Management Plan (EIAR Volume 5 Appendix 5.1) for the appointed contractor to undertake further baseline noise monitoring in advance of the commencement of works at all construction compound locations. Please refer to table 6.2: Noise and Vibration Measures, Topic Monitoring Programme ANV 11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 31                                           | Construction | 25        | A request that NTA uses a Vertical Shaft Machine for the construction of this shaft which makes vertical holes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The EIAR assessment is based on the proposed construction of this shaft using secant piling as the method of construction. When appointed by TII the Contractor can choose an alternative method to construct this shaft while adhering to the environmental limits, including Noise and Vibration, for this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 32                                           | Construction | 25        | Object to plans to avoidable night-time works at both Collins Avenue Station and Griffith Park Station, specifically in the context of the proposal in Section 13.5.2.6.4 to night-time strip and clean via Griffith Park in the interests of time efficiency and ask that the Inspector add as a condition that strip and clear is carried out at a station that is situated away from residents. We note the EIAR give no traffic impact at the Griffith Park site for this strip and clean activity. All plans for will be detailed in the Construction Noise and Vibration Management Plan. | <p>All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds. Examples of mitigation measures that can be used to reduce impact are detailed within Chapter 13, section 13.6, including the use of enclosure structures for planned activities outside of the standard working hours.</p> <p>The rationale for all 24/7 working on activities such as MEP, TBM strip out and clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis or undertaken within an acoustically clad steel framed building enclosure at site level to mitigate potential noise levels, while site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 and Chapter 13, section 13.6.1.2.4 refers).</p> <p>As presented in Appendix A9.5 Scheme Traffic Management Plan Table 2-2, construction activities which occur at night-time or on weekends have only been assessed as part of the Stage 1 assessment, as they are of low potential magnitude and duration. As such, these impacts have been removed from any further assessment and deemed not to require a Stage 2 Assessment or any further mitigation measures.</p>                                                                                                                                                  |  |

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| Item No.                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| 33                                           | Construction | 25       | We would request that the inspector request as a condition monitoring of construction noise at Collins Ave and Griffiths Park Stations and removes all but essential night-time works from these locations as time efficiency is not an acceptable reason to justify the impact that will arise.                                                                                                                                                                                                                                                                                                                                                                                                                   | Monitoring is proposed within the Outline Construction Environmental Management Plan, Volume 5, Appendix 5.1 refers. The baseline noise study forms part of the Construction Noise Vibration Management Plan (CNVMP) to be prepared for each construction compound. Refer to Outline CEMP Table 6.2 "Noise and Vibration Measures - Topic: Method Statement ANV2 & 3".<br><br>The rationale for all 24/7 working on activities such as MEP, TBM strip out and clean and track laying, is that they can be managed underground without causing disturbance at night. While activities below ground are progressed on a 24/7 basis, site level activities such as deliveries etc will be limited to standard working hours (Chapter 5, Section 5.5.17.3 refers).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 34                                           | Construction | 25       | Why is the ACP shaft a Main Construction Compound (Section 5.10) and we query the size of the compound Table 5.6, which is similar to the Station compounds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | EIAR Chapter 5, Table 5.6 provides a summary of the proposed size of the compound at ACP of 6,000m <sup>2</sup> , with the adjacent main station compound sites of Collins Ave comprising 9,000m <sup>2</sup> and Griffiths Park 11,700m <sup>2</sup> respectively.<br><br>ACP has been designated as a main compound site because it serves a key construction component of the MetroLink, the ventilation shaft, and has been sized accordingly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 35                                           | Construction | 25       | Safety concerns raised (Section 5.10.4) that the planned construction route for traffic leaving the site is a U turn on the Ballymun Road, given its proximity to a primary school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No u-turning of MetroLink vehicles will be permitted. The planned route for construction traffic following a left turn out of the site, will be to proceed southbound on the R108 Ballymun Road keeping right and turning right onto Griffiths Avenue, keeping right again before turning right onto the R102, travelling northbound keeping left to merge onto the R108 Ballymun Road towards the M50.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 36                                           | Construction | 25       | Section 5.10.5 refers to an additional site being required as a lorry holding area to control the flow of HGVs into the site. This site has not been identified and we are asking the Inspector to set as a condition that the residential street of Homefarm/ Walsh/ Island Roads are not used for this activity, and that waiting trucks are required to turn off engines to ensure they do not continue to cause emissions while idling.                                                                                                                                                                                                                                                                        | We confirm that Homefarm/ Walsh/ Island Roads will not be used for the purpose of providing an additional site for lorry holding at Griffith Park. The contractor will be required to plan the logistics of deliveries to site utilising the areas provided to them, mainly at Northwood, or finding additional lorry holding areas limiting impact on local traffic in accordance with the Scheme Traffic Management Plan (STMP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 37                                           | Construction | 26       | The schools within the area have requested separate protected entrances to their schools throughout construction Section 9.4.5 Table 9.5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | It is not anticipated that the MetroLink works will have a direct impact on any school entrances. However, if works are required past school entrances (Utility diversion works for example) these will be scheduled in discussion with the schools to provide alternative means of safe segregated pedestrian and vehicle access as required during school opening times.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 38                                           | Construction | 26       | Although we have fully read the Metrolink EIAR and Ballymun CBC EIAR, we cannot understand if it is intended that both projects would occur at the same time.<br><br>We suggest that it would be foolish to proceed with the CBC construction only, to then close it off again to rip it up for Metrolink, and we are appealing to the Inspector to delay the felling of trees within the Na Fianna fence (section 17.3.4.1.2) until after the construction of the station box, to prevent the loss of the carbon sink that these tall mature provide. The trees will also help in sound mitigation, will be dust limiting and will help offset CO2 emissions, so we are asking that this tree felling is delayed. | Both the proposed MetroLink and BusConnects are NTA governed schemes. Dependent upon the timing of the relevant schemes and their statutory approvals, the works will be coordinated so far as possible to ensure cumulative impacts as a consequence of concurrent activities are minimised.<br><br>The MetroLink proposals will unfortunately result in the loss of trees inside the boundary wall and within the Home Farm site that runs along the east side of Mobhi Road to facilitate construction of Griffith Park Station. It is not possible to delay the removal of these trees until after the construction of Griffith Park Station. Please refer to drawing ML1-JAI-SRD-ROUT_XX-DR-Y-02051, sheet 15 of 61 from Railway Order Plans\Drawings, Structures Drawings: Book 2 of 3 MetroLink Stations Dublin City Council.<br><br>The impacts of tree loss is considered in Chapter 15: Biodiversity section 15.8.1. Habitat Loss, with replanting proposed in the landscape design to compensate for habitat loss by providing new areas for trees. The landscape plan includes for the planting of 3,444 individual trees which will be organised in small copses, lines of trees and within woodland habitats. The planting of these new trees will compensate for the loss and will not result in significant negative residual effect on treelines at any geographic scale.<br><br>The timing for the commencement of both scheme is dependant on the timing of when each scheme will be granted their respective planning permissions. |  |



| Submission No.                               |                                                                            |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                     | Section Ref.                                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Metrolink Submission Railway Order (RO) 2022 |                                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 39                                           | Construction                                                               | 26       | We do ask though that (Section 10.3.5.1.2) Schools are not rated higher than residences who may have people present in them 24 hours a day with many people still working from home, and we would not support a decision for night-time works at this site justified on the basis of facilitating the schools, which could be temporarily relocated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The approach to night-time works has been covered by the responses (28), (32) and (33) above.</p> <p>TII acknowledge that there is potential for significant environmental effects on the surrounding area due to the proposed MetroLink station if not mitigated effectively. However, as detailed in the relevant chapters of the EIAR, TII's assessment shows that it is possible to mitigate the potential impacts identified for all potential sensitive receptors at Collins Avenue, Albert College Park, Griffiths Park and Glasnevin during the construction period. Once the construction phase is completed and the MetroLink is operational, the location of Collins Avenue Station will provide significant positive benefits to the local community in terms of enhanced public transport provision, reduced traffic and the resultant improvements in the environment, with reduced noise and air quality pollution.</p>                                                                                                                                                                                                                                                      |
| 40                                           | Construction                                                               | 26       | Concerns raised in relation to Aspergillus and Immunocompromised residents (10.3.6.6.1) and would like this monitored closely, given that the current Pandemic has left increasing numbers of people with compromised immune systems in many cases unbeknown to themselves.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Aspergillus is ubiquitous in the environment. Every day activities such as disposing of organic waste into brown bins, composting garden waste or event grass cutting generate Aspergillus.</p> <p>As outlined in Section 16.5.2.12.1 of Chapter 16 of the EIAR, research has found that dust suppression techniques also prevent the suspension of aspergillus successfully. A competent contractor will be appointed in advance of the construction phase to prepare an Aspergillus Prevention Plan taking into account the National Guidelines for the Prevention of Nosocomial Aspergillosis (HSE 2018). This document provides a risk assessment for aspergillus and preventative dust mitigation measures and in Appendix B of the document pre-project planning and contractor advice. Survey and prevention works with respect to Aspergillus will take place before construction commences by a competent contractor in proximity to any sensitive buildings. If the pre-construction surveys indicate that Aspergillus is a risk, mitigation works will be implemented in line with the Aspergillus Prevention Plan to ensure the prevention of Aspergillus spores spreading.</p> |
| 41                                           | Proximity of the Griffith Park station to the highly sensitive Tolka river | 27       | <p>Proximity of the Griffith Park station to the highly sensitive Tolka river</p> <p>As indicated earlier, we cannot see in the EIAR evidence in relation to the decision to move the Na Fianna Station to Homefarm Football Club (HFC). We note that the EIAR states that the Hydrology is not as favourable at the new Homefarm site, and it is a more sensitive site from a heritage point of view (7.7.10.8). Indeed, it seems to imply that the station position on the Emerging Preferred Route ( EPR) was preferable to that on the Preferred Route (PR). Given the extremely close proximity of the Griffith Park Station to the River Tolka, 25 meters away, in an area that has previously flooded (section 18.4.3.4.2), we can see no technical reason for the move of station in the EIAR. It does imply in the EIAR that the reason for the move is that the impacts of the station at Na Fianna would be bigger on the Club than a station on Homefarm pitches would have on the Homefarm Club (section 7.7.2. 1). We are asking ABP to be fully satisfied that this station is in the right position from a technical point of view, in the context of the risk of flooding and the potential for significant impact should a flooding event occur.</p> | <p>As noted above, the tunnel fire safety strategy requires intervention points along the tunnel. A station positioned within the Na Fianna Site would necessitate another shaft then required before Glasnevin Station within a congested residential area.</p> <p>EIAR Chapter 18 Hydrology, section 18.3.4, makes note of the concerns raised during consultation of the potential flood risk at the proposed location of Griffiths Park Station next to the Tolka River. Section 18.4.9.4.2 makes reference to historical flooding of the Tolka River and notes that the areas that have previously flooded are outside of the study area and therefore unaffected by the proposed project.</p> <p>Information provided from the Office of Public Works and their National Flood Hazard Mapping indicates that there is no risk of flooding at this location. Please refer to Table 18.14 Summary of all Construction and Contractor Compound Sites (including bulk fuel storage areas) - Flooding Potential.</p>                                                                                                                                                                          |
| 42                                           | Proximity of the Griffith Park station to the highly sensitive Tolka river | 27       | We note the impact that this move of station is to bring the tunnels under more homes, especially in the Prospect ACA area who need to be afforded extra protections given the nature of their shallow foundations and age of their homes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>TII have assessed the impact of construction generated ground movements on the properties in the Prospect ACA and these are documented in EIAR Appendix 5.17. This includes for residential properties on St Theresa Place and along Prospect Avenue that are within the potential ground movement zone of influence. Table 5.2 specifically lists the predicted impacts on these properties. For reference, building numbers B120, B139, B140 and B141 apply. Each of those assessed falls within the Negligible damage category (see Table 4-4). The assessment undertaken is considered conservative and has taken into account the type of building and the shallow foundations noted. No additional extra protections are predicted to be required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                |

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|                                              |                                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>A programme of environmental monitoring will be undertaken, that will include ground movement, with predetermined monitoring trigger levels set to ensure that environmental limits are not breached. TII would also note the Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |
| 43                                           | Proximity of the Griffith Park station to the highly sensitive Tolka river<br><br>and Conclusion | 27 & 29  | We also note the very large plaza in front of the Griffith Park station, right to the river's edge. Given that the Valley of the river Tolka is a conservation area, although non statutory, area (27.4.2.18), we would request that the plaza is made smaller, and we would be fearful of anti-social activities at this site. Indeed, we can see no evidence as to why the stations have such large concrete plazas throughout this project and feel all should be reduced in size. It appears designers saw space and decided to use it, rather than trying to limit the above ground impacts throughout - we again mention the car park /Maintenance area put into Albert College Park for the shaft even though the hard shoulder on Ballymun road is within 20 meters of entrance and satisfies best international standards. | <p>The risk of anti-social behaviour has been considered by the Project and is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses how this will be managed, including how 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. CCTV will also be installed throughout the MetroLink system, including at station entrances and the public realm to provide general security and surveillance of all the public areas.</p> <p>Regards "car park / maintenance area put into Albert College Park" please refer to response (11) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 44                                           | Other Considerations                                                                             | 27       | <p>We note the planned establishment of a project construction traffic Forum with representatives from key stakeholder groups, including residents. This forum must be set up with clear terms of reference with binding authority (refer Section 9.7. 1,2)- we would again feel that the role of the Independent Experts needs to be included here.</p> <p>We find it unacceptable that the contractor will be responsible for informing stakeholders of works - Section 11.6.1.2. This responsibility remains with the NTA, and residents should not have to deal with multiple contractors. In addition, we are unsure of how the CRO will work which was not clear in the EIAR.</p>                                                                                                                                             | <p>TII confirm that the forum will be set up with a clear terms of reference (ToR) and that the attending representatives will be consulted with regards these terms of reference. See response (5) in relation to the role of the Independent Engineer.</p> <p>TII do not agree that it is 'unacceptable' for the contractor to be responsible for informing stakeholders, particularly given they are managing the works day-to-day. However this does not mean that TII will abdicate responsibility, and TII will play a key role in making sure this forum operates effectively and in accordance with the agreed ToR. TII also confirm that the forum will not be dealing with multiple contractors, and that the contractor will be required to coordinate their attendance and communications with the forum.</p> <p>The purpose of the CRO as noted by the EIAR Section 11.6.1.2 is that CRO's are responsible for maintaining open, transparent and positive relationship with members of the public, local businesses, groups and organisations affected by the works. Specifically, the CRO's are not the appointed contractor but they will work closely with Transport Infrastructure Ireland and the appointed contractors to ensure that all effort to address public concerns are made, and to ensure that information on the nature and duration of all works is provided". Further information, including contact details will be provided closer to the time construction is scheduled to commence.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 45                                           | Other Considerations                                                                             | 28       | <p>The EIAR refers to construction workers using sustainable transport to work (9.7. 1.1) - we also feel that surrounding roads may need pay and display or resident only parking- indeed Hampstead residents have already documented issues with parking for agents of the NTA in their submission.</p> <p>We would ask where these workers will live, if, as expected, many workers from abroad will be required for the Metro. We also ask as to where all these workers will be sourced, as it is likely that there will be a shortage of qualified workers available.</p>                                                                                                                                                                                                                                                      | <p>The STMP include details of the proposed Mobility Management Plan (MMP), which supports and promotes sustainable travel for construction staff and constrains the use of private cars to access work compounds. TII therefore do not envisage MetroLink impacting local existing parking arrangements or there being a requirement to change the local parking regime, but noting this is a matter for DCC rather than TII.</p> <p>The identification and sourcing of appropriately skilled workers for the construction works is outside the scope of the railway order and will be the responsibility of the appointed contractors.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 46                                           | Other Considerations | 28       | <p>We note the request in relation to limits of deviation (Chapter 6 pg. 17) where there is a request for 15 meters laterally with station boxes, which we feel is too great and much larger than was requested or granted in Metro North.</p> <p>- Please provide justification within the EIAR for this proposal.</p> <p>- The Inspector should set tight levels of deviation.</p> <p>- The zone of influence moves accordingly.</p> <p>- A Construction limit of deviation of one meter sideways and vertically as any greater than this will impact on settlement calculations.</p> <p>- Highlight the need for Independent Experts throughout construction.</p> | <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>Limits of deviation have been set for the proposed Project and this is addressed by Appendix A5.19, Wider Effects Report. The LODs are not 15m laterally for stations as stated, but only 2m.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p> <p>TII will employ contractors with the necessary industry recognised skills to deliver MetroLink. TII will also have an 'Expert Panel' in place that will comprise of internationally recognised experts covering the fields of expertise required to design, construct and bring in to operation a metro system. These experts will provide advice to TII and assist with providing oversight of the organisations contracted to deliver and operate MetroLink.</p> <p>Independent Industry Experts throughout the construction phase specifically to help assure that the potential impacts of construction are known, assessed, monitored and mitigated so far as is reasonably practical.</p> |
| 47                                           | Other Considerations | 28       | <p>EIAR Chapter 9 omits the shaft from its scope assessment of road transport and impacts on pedestrian and cyclists.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>EIAR Chapter 9 does not omit the shaft from its scope assessment of road transport and impacts on pedestrian and cyclists. EIAR Chapter 9: Traffic and Transport includes Albert College Park within the Outline Project Description, provided in Table 9.1, with a summary of existing cycling provision provided in Table 9.60.</p> <p>The baseline conditions around Collins Ave Station (including Albert College Park) are referred to within the Overall Traffic and Transport Assessments (TTA's) and the station specific TTAs, contained in Appendix A9.2 - C (TTA - Collins Ave Station).</p> <p>Furthermore section 9.6.1 sets out the predicted impact assessment to be provided by the STMP. As detailed within sections 9.8.1.3 (Pedestrian Impact) and 9.8.1.4 (Cycling Impact) the traffic management measures adopted will seek to minimise impact and ensure quality and ease of movement through the works areas. The hierarchy of local impact mitigation is prioritising Pedestrians and Cyclists (Vulnerable Users) for protection above other road users.</p> <p>EIAR Chapter 5: MetroLink Construction Phase, Figure 5.1 Sheet 16 of 26 shows the ACP construction site located within the existing park boundary, clear of the existing Ballymun Road. Section 5.10.4 describes access to the ACP construction site. This anticipates that the southbound bus lane would be used by construction vehicles to provide a left turn in/left turn out arrangement to minimise traffic impact, with control of vehicles crossing the pavement to ensure pedestrian safety as the existing footway would remain open to pedestrians. No other works are envisaged on the R108 at this location during the main construction works. See also Response (11) regarding construction traffic.</p>                                                                                                 |

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| Metrolink Submission Railway Order (RO) 2022 |                      |          |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 48                                           | Other Considerations | 28       | Glasnevin Station: The proposed station building is not in keeping with the area in either style or size and this needs to be addressed before the granting of the RO.                                                     | <p>Regarding the design of Glasnevin being out of character 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.</p> <p>The Project will deliver a robust and authentic design with a strong metropolitan identity, unique and sympathetic to Dublin. Concepts such as singular station volumes, use of natural light, intuitive wayfinding, robust and long-lasting materials, and contextual placemaking will be followed through all stages of development and construction, combining to form the very best in architectural vision.</p> <p>The 'Materials Palette' that has also been included with the Railway Order application further confirms the 'MetroLink Design Vision Principles', including the principle of achieving a 'Sense of Place' that reflects the local area, that is appropriate to the City, and the local context / character. Further information on the MetroLink Design Principles can be found in section 4.5 of Chapter 4 (Description of MetroLink Project).</p>                                                                                                                                                                                                                                                                                                                                                                               |  |
| 49                                           | Other Considerations | 28       | Glasnevin Station: We feel this is an extremely ambitious plan involving many different organisations and construction teams, and the overall ownership of this needs to be clarified - it was not made clear in the EIAR. | <p>The design and construction of Glasnevin Station is undoubtedly complex. Both the proposed MetroLink and Dart Plus upgrades at Glasnevin Station are NTA governed schemes. Site works will commence and be undertaken under the control of a single controlling entity, with agreed staged handovers where necessary between TII and IE. This management of complex programmatic interfaces is not uncommon and is well within the skillset of the construction industry.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 50                                           | Other Considerations | 28       | Glasnevin Station:<br><br>Concerns that the canal will be drained for such a long period and fear that it will not recover for years, if at all.                                                                           | <p>TII have carefully considered the potential impacts on the canal, explained below, and are satisfied that the canal will not be irreparably damaged.</p> <p>EIAR Chapter 15, Biodiversity provides details of the mitigation measures that will be implemented during construction and operation to minimise habitat loss, reduce the potential for impacts on vegetation, reduce the potential for impacts to water quality in receiving watercourses, protect groundwater quantity and quality, and to control and prevent the spread of non-native invasive plant species. As otters are listed on Annex II and Annex IV of the EU Habitats Directive they are strictly protected under the Birds and Habitats Regulations. Based on the findings of the field surveys carried out, as there were no otter breeding or resting places, holt or couch sites present within the footprint of the proposed Project boundary, there will not be any loss of holt or couch sites as a result of construction works. As otters could potentially establish new holt or couch sites within the zone of influence of the proposed Project in the future, a pre-construction check of all suitable otter habitats will be required within 12 months of any construction works commencing. The presence of any new holt/couch sites will be treated and/or protected in accordance with the Guidelines for the Treatment of Otters prior to the Construction of National Road Schemes.</p> <p>EIAR Chapter 26, Architectural Heritage details the mitigation that will be implemented where there are predicted effects on architectural heritage. A Project Conservation Architect (PCA) will be engaged to oversee the implementation of the Project. Prior to the establishment of construction compounds, the PCA will undertake Structural and Condition Surveys of any built and cultural heritage constraints that will require removal to secure storage (followed by conservation and reinstatement) or protection in-situ. The PCA will also prepare specifications for these works. A specialist Heritage Works Contractor will be appointed to remove, store and conserve these constraints.</p> |  |

| Submission No.                               |                      |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Organisation Name or Name of Submitter       |                      |          | G.A.D.R.A. Residents Association                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Item No.                                     | Section Ref.         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Metrolink Submission Railway Order (RO) 2022 |                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 51                                           | Other Considerations | 29       | Glasnevin Station: Note that no night-time above groundwork occurred on station boxes or shafts in the building of the Milan metro and:<br>- Are requesting this for all the stations and shafts.<br>- That the mainline rail realignments also occur by day only given their proximity to homes at the Glasnevin station.                                                                                                                                                                                                                                                                                                                     | <p>The schedule of proposed working hours at each construction compound across the project is set out on Table 5.5. At Glasnevin Station standard working hours will apply with the following exceptions:</p> <p>- 7 day working, days only: Station works during TBM stoppages; Station south end works; Critical Civils works; Architectural fit out.<br/>- 7 Day, 24 hour working: Track possessions works and blockades on GSWR and MGWR; MEP Station Works. This is proposed to enable efficiency and safety of construction activities and to minimise the overall programme impact of Irish Rail line closures/blockades.</p> <p>Please also refer to responses (28), (32) and (33) above that explains TII's proposed approach to night-time works.</p> <p>Appropriate mitigation of impacts associated with out of hours work will be taken in accordance with the EIAR to ensure the stipulated environmental threshold levels are not exceeded. Appendix A5.1 Outline CEMP denotes mitigation measures for night-time works such as advanced communication with local authorities and residents, activities with highest noise emissions will be carried out during the day time as far as practicable, acoustic enclosures will be in place</p> |  |
| 52                                           | Other Considerations | 28       | Support to Prospect Lodge ACA:<br><br>- These Victorian homes are on very shallow foundations.<br>- This area need extra attention, which is not apparent in the EIAR. In addition,<br>- The Zone of Influence needs to be extended to a wider area and to include all homes in a terrace.<br>- That this extended zone be further extended if level of deviation increases.                                                                                                                                                                                                                                                                   | <p>Please refer to response (42) above. Additionally, please note that the zone of influence is the area that may be subject to construction generated ground movements and is taken to be the area bounded by the 1mm settlement contour. It is not necessary to "extend" the zone of influence as this zone is calculated taking into account the ground conditions and the depth of tunnelling. Please refer to response item (46) in relation to limits of deviation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 53                                           | Conclusion           | 29       | The Fire/emergency safety issues associated with a single bore tunnel have not been addressed properly with in the EIAR.<br>- DFB have confirmed that they have had no input into the design of the project or the shaft - this has been confirmed to RINA and GADRA by TII.<br>- It is only at the very late stage of this project (just a couple of months before RO application) that Atkins were brought on as consultants in this area, and therefore rather than designing safety into the project at the design stage, it is being addressed retrospectively on an already designed project. The Atkins report is not part of the EIAR. | <p>This observation is incorrect. TII have undertaken extensive engagement with DFB as noted by responses (10) and (11), and DFB have been consulted on all aspects of fire and life safety for the MetroLink project. TII would also refer to response (10) above that explains the rationale, including reference to the EIAR, for the selection of the single bore option, noting that TII would not be proposing an option that they consider unsafe.</p> <p>TII do not accept or agree with the observation that safety is being designed retrospectively into the Project. The proposed single bore tunnel configuration, design of tunnel ventilation, station layouts and facilities, and the intervention shaft, considers the safety requirements as set out in design codes and standards. Proposed strategies, designs and safety arrangements have been shared and discussed with Dublin Fire Brigade to support and inform the development of the Preliminary Design.</p> <p>There appears to be a misunderstanding with regards the role of Atkins. DFB have employed Atkins as their technical adviser to assist them with their engagement with TII.</p>                                                                                   |  |
| 54                                           | Conclusion           | 29       | The increase in settlement from a single bore rather than twin bore has not been addressed in the EIAR and we would be requesting an appropriate increase in ZOI in relation to settlement and all monitoring and mitigants to be employed.                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Settlement was considered as part of the Twin Bore vs Single Bore assessment and can be seen within the Preferred Route Preliminary Design Report 2019. The EIAR has assessed the impacts of settlement as a result of tunnelling which can be found within EIAR Volume 5 Appendix A5.17 Building Damage Report. This provides full details of the settlement methodology and assessments undertaken along the route for the single bore tunnel adopted as part of the proposed Project. The ZOI is taken account of as part of the ground movement predictions and is illustrated by the settlement contour drawings contained in Appendix C. The movement monitoring regime and any requirements for mitigations will take account of these ground movement predictions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 55                                           | Conclusion           | 29       | We have concerns in relation to the change of the Griffith Park Station position. Given its proximity to the high value Tolka river, the poorer hydrology at the new site, and the settlement issues being more significant for the Prospect ACA as the Victorian housing has shallower foundations. We do not feel that the EIAR has shown evidence supporting this move in the station position, nor has it fully addressed the increased mitigations required following this change.                                                                                                                                                        | <p>TII do consider the EIAR has addressed the observations raised and refer to above responses (13), (14), (41), and (42) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

| Submission No.                               |              |          | 099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Metrolink Submission Railway Order (RO) 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 56                                           | Conclusion   | 29       | <p>We have throughout objected to the use of a public park zoned Z9 to house an Intervention Shaft and parking area and asked for this to be either changed to a station or the position of Collins Avenue Station be moved to avoid the need for this shaft in its current position. We will never have an increase in parkland within this area, so to give away a park that has been protected for hundreds of years when there are realistic viable alternatives is not good practice. RINA have confirmed that it is not common to put a shaft into a park and have not been able to give us an example of a shaft in a park on another metro as they are usually placed beside buildings.</p> <p>The EIAR does not show any evidence the TII /NTA seriously looked at any alternatives to this current option - it looks like they were reacting to the unexpected request to move the station from Na Fianna site.</p> <p>The EIAR is lacking in all aspects and all chapters in relation to the Shaft - scoped out of noise vibration traffic air quality - it looks like these baseline monitoring had been completed prior to the TII decision to put the shaft in ACP and baseline monitoring was omitted from the site. It would be remiss to proceed until all the baseline monitoring has been completed in relation Hampstead homes.</p> | <p>Please refer to responses (13, 17, 26 and 27 above), dealing with alternatives, zoning, impact assessments and baseline monitoring.</p> <p>Please refer to response (17) regards the zoning use.</p> <p>Response (12) explains TII's rationale for the proposed location of Collins Avenue Station.</p> <p>Response (11) explains the rationale for the proposed location of Albert College Park Intervention Shaft, including the reasons for the proposed land take, and the mitigation of the impacts to the playing pitches, so that all playing pitches while reorientated are retained.</p> <p>Response (13) explains the rationale for the proposed location of Griffith Park Station</p> <p>Responses (26) and (27) address the points raised in respect of the EIAR.</p> |
| 57                                           | Conclusion   | 29       | <p>We do not believe that Albert College Park with the current Z9 zoning supports the shaft location, which is adjacent to the tunnel and not integral to the tunnel and cannot in itself be considered green transport.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Please refer to response (17) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 58                                           | Conclusion   | 29       | <p>The Z9 zoning does not in any way support a car park or maintenance depot in the publicly owned park. Any requirement for a hard standing area is satisfied by the existing hard shoulder on the Ballymun Road, which is within 20 meters of the shaft entrance and therefore the proposed hard standing area should not be approved in its current position</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Please refer to responses (17) and (11) above regards 'zoning' and the reason for provision of the hardstanding area within the site of the proposed intervention shaft respectively, noting that the latter complies with the zoning description of "Public Service Installation".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 59                                           | Conclusion   | 30       | <p>GADRA are asking that the Collins Avenue Station is moved into the park, negating the need for a shaft in the park- the decision to position this station at Our Lady of Victory Church is not supported in the EIAR. The drip feeding of information in relation to this site and decision-making process clearly indicates major issues in the decision making process.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Response (12) and (11) above explain the rationale for the proposed location of Collins Avenue Station and the intervention shaft.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



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| Item No.                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Metrolink Submission Railway Order (RO) 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 60                                           | Conclusion   | 30       | <p>In relation to the Shaft, GADRA are requesting:</p> <p>(1) • That ABP makes it a condition of RO that the shaft footprint is reduced, and parking for emergency vehicles is positioned outside of the park on Ballymun Road, which satisfies requirements of a hard standing area within 20 meters of entrance to shaft</p> <p>(2) • The Shaft is daytime works only and it is a dark quiet site at night</p> <p>(3) • No strip and clean at night via Griffith Park station</p> <p>(4) • No night-time works above ground on station boxes</p> <p>(5) • No mainline rail realignments work at night unless absolutely necessary, and local residents to be relocated during this work</p> <p>(6) • Zone of influence to increase in areas where homes have shallow foundations and mitigants be employed</p> <p>(7) • Role of Independent Experts to be extended into phase two -enabling works and construction and to include oversight of multi-agency construction sites - Glasnevin and Charlemont.</p> <p>(8) • Ownership of project needs to be defined legally, with clear dispute mechanism</p> <p>(9) • Clearly defined actions should the project have a protracted term, stall or be stopped completely to reinstate areas to former conditions and make them safe during delays</p> <p>[Observation bullets numbered to assist with referencing corresponding response]</p> | <p>Bullet 1 - please refer to response (11). This condition will result in a significant impairment to the functionality of the shaft and should not be imposed.</p> <p>Bullets 2, 3, 4 and 5 - please refer to responses (28), (32) and (33). This condition will compromise the deliverability of the project without reducing the impacts of the construction on night time noise, as this noise will be mitigated to levels consistent with the amenity of residential area.</p> <p>Bullet 6 - please refer to response (54). This condition would be unworkable as it is based on a misunderstanding of the Zone of Influence concept.</p> <p>Bullet 7 - please refer to response (2). TII does not consider that this condition is necessary and the measures proposed in the EIAR provide for best practice community engagement during the construction phase.</p> <p>Bullet 8 - The ownership of the project is outside the scope of the railway order process. ABP's role is to satisfy itself that the Railway Order and conditions provide for a project that will be consistent with proper planning and sustainable development and with acceptable environmental impacts regardless of who owns it.</p> <p>Bullet 9 - please refer to response (9). TII have no difficulty with a condition requiring appropriate measures to be particularised before the TBM commences operation and adhered in the very unlikely event that the project stalls. It is not appropriate to require reinstatement due to delays. TII note that the draft RO requires further consent from ABP in the event that the construction period exceeds 10 years.</p> |

| Submission No.                                                                                                  |                     |          | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                          |                     |          | Geraldine Ann Cusack and Geraldine O'Connell Cusack (7 and 7A Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                        | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N. 314724 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                               | Letter introduction | 1        | Firstly, in general, I am in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport. However, as a resident living in the Dartmouth/Charlemont area, I wish to set out several observations for the Board regarding the proposal to locate the Terminus station at Charlemont-Dartmouth.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project generally. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                                                                                                               | Letter introduction | 1        | Both my home and my mother's home backs directly onto where the Terminus station is proposed to be located. Our homes on the western side of Dartmouth Square are covered by zoning Objective Z2 To protect and/or improve the amenities of residential conservation areas; the lands to the rear are covered by zoning Objective Z1 To protect, provide, and improve residential amenities. Currently, there is controlled parking on either side of Dartmouth Square West. Dartmouth Square is also covered by the Dartmouth Square ACA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the Planning Report). As outlined in Section 4.5.18.6 of the Planning Report the element of the project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Station and all above ground elements are located within the lands zoned Z6 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective.</p> <p>Metrolink will not impact the controlled parking on either side of Dartmouth Square West.</p> <p>TII recognise the importance of Dartmouth Square and its designated status as an Architectural Conservation Area (ACA). Mitigation measures for Architectural Heritage can be found in Table 26.66 of EIAR chapter 26 (Architectural Heritage). The only potential for direct impacts on the Architectural Heritage Areas (ACA) is related to the diversion of utilities on Dartmouth Square West. To minimise the impact on protected structures in Dartmouth Square such as historic granite steps, kerbing and lamp standards, works within the Dartmouth Square ACA will be overseen by the Project Conservation Architect (PCA) and carried out in accordance with a method statement prepared by PCA. The impact on Architectural Heritage in Dartmouth Square has been assessed to decrease to slight following mitigation.</p> <p>Additionally, Dublin City Development Plan 2022-2028 supports the Metrolink station at Charlemont in policy SMT22.</p> |
| 3                                                                                                               | Letter introduction | 2        | <p>The proposed link between St. Stephens Green and Charlemont cannot be justified in planning terms. Furthermore, it undermines the business case for the entire project and this 'Terminus at Charlemont' element should effectively be refused for the MANY reasons we outline below including:</p> <p>Construction Impacts</p> <ul style="list-style-type: none"><li>- Noise and Vibration</li><li>- Settlement &amp; Subsidence</li><li>- Hydrogeology</li><li>- Phasing &amp; Programme</li><li>- Hours of Operation</li><li>- Construction Compound</li><li>- Traffic and Transport</li><li>- Impact on Utilities</li><li>- Human Health</li><li>- Interactions of Effects</li></ul> <p>Operational Impacts</p> <ul style="list-style-type: none"><li>- Noise and Vibration</li><li>- Hours of Operation</li><li>- Traffic and Transport</li><li>- Impact upon Amenities</li></ul> <p>Conservation area property issues and wider residential community losses</p> <ul style="list-style-type: none"><li>- Compulsory Purchase Order</li><li>- Rear Lane</li><li>- Properties</li><li>- Devaluation of Properties</li><li>- Temporary Relocation</li><li>- Required Purchase at Market Value</li><li>- Costs</li></ul> | TII have reviewed your submission and responded to each of the observations raised in connection with these items listed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| 4                                                                                                               | Point 1      | 3        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services. St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas, and future DART underground. | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the Metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station. Passengers wishing to interchange between Luas and metro at an alternative St Stephen's Green terminus would face a 500m-walk along a route either through St Stephen's Green park or along the footpath north of the park, which adds significantly to the time for interchange and therefore the overall journey time for passengers and a less positive customer experience for all interchange users. This passenger experience would be reduced further for those with mobility or visual impairments as well as those travelling to/from the airport with luggage.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

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| 5                                                                                                               | Point 1      | 3        | <p>The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no Study has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city centre terminus.</p>                                                                                                                                                           | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (4) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West. St. Stephen's Green West was ruled out as the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Further, as a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake. In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase. As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>It is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, However, Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a "system turn back location". Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR. Additionally, there is a strong level of interchange offered throughout the corridor at locations such as Glasnevin, O'Connell Street, Tara Street and St Stephen's Green, where many journeys on the MetroLink will 'terminate'.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. Operationally, the Station will see people moving quickly in and out of the area, noting that it will act as an interchange, and has been deliberately designed with minimum set down space or room for taxis so that it does not encourage the Station to be used as a terminus. All operational environmental impacts are mitigated so they are not significant, while the impact on amenity will be permanent and positive.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |
| 6                                                                                                               | Point 2      | 3        | <p>2. Expensive Duplication of Rail infrastructure - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at C650M is an expensive duplication and significant investment that deprives other parts of Dublin that are in immediate need of rail infrastructure to support housing and urban development.</p> | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any case, TII do not agree with this statement for the reasons set out by response (4) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

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|                                                                                                                 |              |          | Response (6) continued.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers.</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7                                                                                                               | Point 3      | 3        | 3. The station box at Charlemont, as constructed in 2021/22 by the Developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive.                                                                                                                                                                                                                                                                  | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                                                                                                               | Point 4      | 3        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie- In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development.</p> <p>The implication of this new alignment is very significant on our wider community as it will involve top-down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston Road are demolished</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating a underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> |

| Submission No.                                                                                                  |              |          | 100                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                 | <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9                                                                                                               | Point 5      | 3        | 5. The Environmental Impact Assessment is wholly inadequate in relation the description of development, alternatives, transport assessment, noise, and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing. | <p>TII do not agree that the Environmental Impact Assessment is inadequate. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10                                                                                                              | Point 6      | 4        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area.                                                                                                                                                                                                                                   | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:<br/>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:<br/>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Loss of amenity during construction:<br/>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> |



| Submission No.                                                                                                  |              |          | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Loss of amenity during operation:</p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z6 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11                                                                                                              | Point 6      | 4        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) below - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account.</p> <p>A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with baggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport" as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont".</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made "The Traffic Study uses a strategic, generalised regional model that does not take local factors into account." or "The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account."</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (12) below.</p> |

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| 12                                                                                                              | Point 7      | 4        | <p>7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport.</p> <p>Pedestrian movements in and around the station would be difficult. Grand parade is an already heavily congested orbital route.</p> | <p>MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Operational Phase:</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers. Please refer to Chapter 9: Traffic &amp; Transport, Appendix A9.2-B Traffic and Transport Assessment Charlemont Station, section 6.1.3. Pedestrian Impact Assessment.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |

| Submission No.                                                                                                  |                                     |          | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                        | Section Ref.                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N. 314724 |                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13                                                                                                              | Point 8                             | 4        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long-term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, Tanoy systems, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a quiet residential neighbourhood into a noisy, busy, congested major transport hub.                                                                                                                                                                                                                                                                                                                                                                                       | <p>Response (10) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>TII do not agree that the development will have a long term and permanent negative affect. In fact there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step. The benefits of the project for all communities along the MetroLink route are described in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges.</p>                                                                                                                                                                                                                                                                                                                         |
| 14                                                                                                              | Re: this Railway Order as it stands | 4        | <ul style="list-style-type: none"><li>■ We are seeking the removal of the Tara Street to Charlemont section of the rail order.</li><li>■ Specifically the Charlemont station should not form part of the rail order as it will severely and demonstrably adversely affect the residential amenities of the Dartmouth Square residents both during the construction phase and the operational phase.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>TII have also addressed the concerns raised with regards to the impact on residential amenities during both the construction and operational phase and explained how these will be managed so that no significant impacts are experienced.</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 15                                                                                                              | Re: this Railway Order as it stands | 4        | <ul style="list-style-type: none"><li>■The deep construction required immediately adjacent to residential houses is wholly inappropriate and will result in a very severe loss of amenity and devaluation of property.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>It is not uncommon for deep excavations to occur during construction works in urban areas. The excavation will be secured by hoardings for safety and to mitigate noise.</p> <p>As noted by responses (16) to (23) below, TII have assessed the impact of the excavation on your property.</p> <p>TII would also like to assure you that at no time will the safety of this property and its occupants be placed at risk, noting that the construction of the station will be monitored, including surrounding ground and building movements, with predetermined trigger levels aligned with action plans to ensure movements do not exceed acceptable levels. This will be further supported by a vast suite of mitigation measures implemented at the site (as outlined in the Construction Environmental Management Plan (CEMP) in Appendix A5.1 of the EIAR to minimise all other impacts on residents.</p> <p>Responses (10) and (13) above explain that no significant loss of amenity is predicted or long-term devaluation of property.</p>                                                                                                                                                                                                                                                                                                        |
| 16                                                                                                              | Re: Construction Phase              | 5        | <ul style="list-style-type: none"><li>■ The construction noise impact assessment is wholly inadequate as it fails to consider the internal noise impact over a 9-year period. The assessment of the effects of upon residential amenities is different between the construction stage and the operational phase. In the construction stage, there is no assessment upon the internal noise levels. I work full-time. I work through a blended remote working model for four days a week in my 'home office'. How am I expected to be able to work my full-time employment role for 9+years with all the combined noise impacts affecting the quality of my working environment? How does this project justify the intolerable levels of interference through loss of sleep, general ongoing daily disturbance and psychological impacts resulting in a detriment to human health for me and my neighbours who are also full time employed and work from home?</li></ul> | <p>TII do not agree that the construction noise impact assessment is inadequate. Table 2.3 of EIAR Chapter 2, Methodology Used in Preparation of the EIAR explains the durations of effect utilised in the analysis throughout the EIAR. Please also note that the assessment provided in EIAR Chapter 13 Airborne Noise and Vibration provides for noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. noise effects resulting from the construction will not last 9 years, but will last as long as the "noisy activity" lasts. These durations are outlined in Chapter 13 of the EIAR.</p> <p>The assessment undertaken in EIAR Chapter 14 Groundborne Noise and Vibration is also undertaken in line with best practice and is in line with all relevant guidelines and policy requirements as laid out in Section 13.2.2 of the EIAR. The assessment of noise levels at building facades is normal for this type of analysis as the assessment criteria generated from best practice guidance all refers to noise levels at building facades.</p> <p>Please also refer to response (10) above that summarises the assessed noise impacts, noting no profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on properties.</p> |

| Submission No.                                                                                                  |                        |          | 100                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 17                                                                                                              | Re: Construction Phase | 5        | ■ The EIAR fails to properly assess the building damages from settlement and potential subsidence impacts of the tunnelling upon the 'conservation protected' houses along Dartmouth Square West. | <p>TII do not agree. The EIAR has assessed the impact of construction generated ground movements as set out by EIAR Appendix A 5.17 Building Damage Report.</p> <p>With particular regards to Protected Structures, these properties have been designated as "special" and hence a further Phase 3 refined assessment will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and overestimate the likely impact of construction generated ground movements.</p> <p>Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. TII would also note the Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |
| 18                                                                                                              | Re: Construction Phase | 5        | ■The hydrogeological impact assessment is inadequate as it has not been based upon local bore hole logs.                                                                                          | <p>This statement is incorrect, local bore hole logs have been used to inform the hydrogeological impact assessment. Please refer to EIAR Figure 19.6 which identifies the location of the borehole at Charlemont. Pump tests were undertaken here and groundwater samples were taken (from 3 boreholes at this location) and analysed in order to inform the baseline conditions presented in the EIAR. Furthermore calculations were undertaken to estimate the effects of excavations on the groundwater for every station including Charlemont (refer to EIAR Chapter 19, Hydrogeology, tables 19.35 and 19.41 and Charlemont subsection under section 19.5.3.6).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| 19                                                                                                              | Re: Construction Phase | 5        | ■ Construction of the intervention tunnel will give rise to significant noise and disturbance, 24/7 during the period of its construction. | <p>TII have carefully assessed the impact of construction noise and vibration for all aspects of construction, including the construction of the intervention tunnel, which will be mechanically excavated. With the exception of the passage of the TBM which will operate on a 24/7 basis and take approximately 2-weeks to pass 1 Dartmouth Square, there are no predicted adverse residual impacts from any other activity once noise and vibration mitigation measures have been implemented. A summary of the predicted noise and vibration impacts is provided below.</p> <p>Construction Noise and Vibration</p> <p>Potential impacts identified due to airborne noise and vibration are presented in EIAR Chapter 13. Noise mitigation proposed for works at Charlemont Station are summarised in Section 13.6.1 of the EIAR and include for boundary hoarding around the working area, including a 4m high hoarding at the southern boundary, increasing to 7m high on the northern boundary. In addition, the above ground support works for sprayed concrete tunnelling works will be enclosed within an acoustically clad steel framed building to control noise breakout to surrounding receptors. With the proposed noise mitigation measures, the assessed residual impacts during the construction of Charlemont Station are set out in Table 13.90, indicating that noise impacts at 7 Dartmouth Square will be reduced to Moderate.</p> <p>EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, 14.4 Section AZ4 Northwood to Charlemont presents the predicted groundborne noise and vibration levels during TBM passage for various sensitive receptors. The predicted level of groundborne noise during TBM passage at 7 Dartmouth Square West is 46 dB LASmax which is just above the 45 dB LASmax threshold level, resulting in a significant impact on the occupants of this address for the relatively short 2-week duration of the TBM passage. Unfortunately there are no effective methods available to reduce groundborne noise from TBMs at source and therefore the principal mitigation measure is advance consultation and engagement to inform residents of the timing of the TBM passing to allow building occupants to prepare for the temporary elevated noise levels.</p> <p>During mechanical excavation, groundborne noise is predicted to be 37 dB LASmax, which is below the 40 dB threshold for MEchanical excavation, indicating no significant impacts during this activity.</p> <p>The predicted VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) during TBM Passage during the day and night at 7 Dartmouth Square West this is 0.22ms-1.75 (VDV day) and 0.185ms-1.75 (VDV night) respectively. Both of these values are lower than the VDV Threshold Levels of 1.0ms-1.75 (VDV day) and 0.5ms-1.75 (VDV night). Levels of vibration during mechanical excavation of Charlemont Station are predicted to be 0.002ms-1.75 for both day and night-time periods, which are also lower than the VDV Threshold Levels of 0.8 ms-1.75 daytime and 0.4 ms-1.75 night-time, resulting in a not significant impact on the building and its occupants. The threshold levels have been set in relation to human response to vibration, and thresholds for building damage are much higher. As the predicted levels of vibration from TBM passage and mechanical excavation are below these thresholds, no impact is predicted for either the building or for residents of this address.</p> <p>Predictions of vibration during blasting at Charlemont Station have also been made. For 7 Dartmouth Square West a vibration level of 5.6mm/s PPV (Peak Particle Velocity) is predicted compared to the threshold level for this building of 8mm/s resulting in no potential significant impact. The air over pressure is predicted to be 109.5 dB, which is also below the threshold level of 125 dB indicating no significant impact.</p> <p>Owing to the nature of the sprayed concrete intervention tunnel construction and to ensure a safe and stable method of excavation, and to minimise settlement impact, the sprayed concrete intervention tunnel construction will be undertaken 24 hours per day, seven days per week. The groundborne noise and vibration arising from mechanical excavation of the tunnel will not exceed threshold limits. As noted above, it is proposed that during night-time support works at the surface, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties.</p> <p>As outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> |
| 20                                                                                                              | Re: Construction Phase | 5        | ■ The construction phase is a medium-term effect which has not been properly considered in the EIAR.                                       | <p>It is not correct to say that the construction phase has not been properly considered in the EIAR. Please refer to EIAR Chapter 2, Methodology Used In Preparation of the EIAR, Table 2.3 where the durations of effect utilised in the analysis throughout the EIAR are referenced. Please also note that the assessment in EIAR Chapter 13, Airborne Noise and Vibration has allowed for noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. excessive noise effects resulting from the construction will not last 9 years, but will last as long as the "noisy activity" lasts. These durations are outlined in EIAR Chapter 13.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 21                                                                                                              | Re: Construction Phase | 5        | ■ Intolerable traffic will be generated during construction with HGV traffic on quiet residential roads will have a severe impact upon amenities.                                                          | <p>Responses (11) and (12) explain why "intolerable traffic" will not be generated by MetroLink.</p> <p>Further, EIAR Appendix A9.5 Scheme Traffic Management Plan details the anticipated HGV movements at each station. At Charlemont Station, it is anticipated that vehicle movements will generally range between 20 to 50 per day, however there are a number of weeks with daily vehicle movements lower than this range. The maximum number of daily movements is 210 for a duration of two days only. Associated traffic increases on Grand Parade and Northbrook Road as a result of closures and temporary signals will not translate to any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>HGV routing to and from Charlemont Station is predominantly via the regional road network (such as the R111, R110, R810 or R811), mitigating any impact to local roads. Localised construction traffic routing to and from the site accesses will require consideration of local traffic considerations. All traffic management plans and HGV routings will be agreed by the Contractor with DCC and relevant stakeholders prior to any works. Traffic noise has also been modelled and assessed in EIAR Chapter 13, Airborne Noise and Vibration as outlined in Table 13.72. Traffic noise during the peak of the construction period will increase by just 1.1dB (above the do minimum scenario).</p>                                                                                                                                                                                                                                                                                                                 |
| 22                                                                                                              | Re: Construction Phase | 5        | ■There will a severe impact upon human health which has not been properly assessed.                                                                                                                        | <p>TII disagree that there will be "a severe impact upon human health which has not been properly assessed". The assessment undertaken in EIAR Chapter 10, Population and Human Health, has been undertaken in line with best practice and all relevant guidelines and policy requirements as outlined in section 10.3.2. The chapter identifies human beings as being sensitive due to their age, health status or for other reasons. The approach used in the assessment is to present residences, schools, workplaces and places of worship as "highly sensitive" as identified in section 10.3.4.2.</p> <p>The EIAR has taken full regard to the construction phasing with the health assessment based on the modelling and assessment outputs of a number of EIAR chapters (see Table 10.3), including Chapter 9 Traffic and Transport, Chapter 11 Population and Land Use, Chapter 12 Electromagnetic Compatibility and Stray Current, Chapter 13 Airborne Noise &amp; Vibration, Chapter 14 Groundborne Noise &amp; Vibration, Chapter 16 Air Quality , Chapter 18 Hydrology, Chapter 19 Hydrogeology and Chapter 20 Soils and Geology. Please refer to response (23) below for details of impacts anticipated on Dartmouth Square as a consequence of the Project and proposals for mitigation where required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 23                                                                                                              | Re: Construction Phase | 5        | ■ The proposed rail order does not mitigate the profound impact that the proposed scheme will have on residents of Dartmouth Square given the associated scale and time period of the proposed development | <p>TII disagree and consider that the analysis presented in the EIAR does not support this statement. As noted by response (9) above, the Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary.</p> <p>No profound impacts have been identified for the residents of Dartmouth Square and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only, as summarised below:</p> <p>(1) EIAR Chapter 9 Traffic and Transport outlines that after mitigation measures have been implemented there will be a residual long term slight impact on pedestrians as there will be more pedestrians in the area. However the use of existing footpaths will be at "acceptable comfort levels". There will be no other residual impacts either in the construction or operational phase related to traffic or transport. Please also refer to response (12) above.</p> <p>(2) EIAR Chapter 10 has identified that from the Human Health perspective, there may be some residual effects after mitigation measures due to the noise and vibration arising from mechanical excavation, TBM advancement and proposed blasting resulting in "annoyance to users, but no health effects". These effects are also addressed in EIAR Chapter 13 Airborne Noise and Vibration where mitigation measures are proposed including 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at No's 10 and 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be reduced to moderate.</p> |



| Submission No.                                                                                                  |                        |          | 100                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                          |                        |          | Geraldine Ann Cusack and Geraldine O'Connell Cusack (7 and 7A Dartmouth Square West)                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                        | Section Ref.           | Page No. | Observation Statement                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N. 314724 |                        |          |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                 |                        |          |                                                                                                                                                                         | <p>(3) EIAR Chapter 13, Airborne Noise and Vibration outlines that mitigation measures proposed include 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy at 10 &amp; 11 Dartmouth Square. On the implementation of these measures the residual impacts are predicted to be reduced to moderate.</p> <p>(4) Chapter 14 assesses groundborne noise and vibration and identifies a residual impact on Dartmouth Square West of significant during the advancement of the TBM. However, this will be for a limited duration (c.2 weeks and advance notice will be provided to assist with managing this impact). Residual effects from other construction phase activities are not considered significant following the implementation of mitigation measures.</p> <p>(5) Chapter 16 Air Quality identifies that there will be no significant effects once mitigation measures are implemented.</p> <p>(6) Chapter 21 Land Take has identified a significant effect on Dartmouth Square properties due to the requirement for temporary land take for construction and for the erection of noise barriers. However this land will be for a limited duration (not greater than 6 months) and fully reinstated following the completion of the construction phase. Please also refer to response (27) below.</p> <p>(7) Chapter 26 of the EIAR identifies the potential for impacts on Dartmouth Square ACA due to enabling works entailing the redirection of utilities. These works will be managed in accordance with a method statement prepared by the Project Conservation Architect in order to minimise any effects on the historical granite steps, kerbing and lamp standards. The impacts following the implementation of these mitigation measures is assessed to be slight.</p> <p>(8) Chapter 27 identifies potential landscape and visual effects after mitigation associated with the construction phase. These are moderate and negative for the effects on the landscape amenity and slight and negative for the visual effects.</p> |
| 24                                                                                                              | Re: Operational Phase: | 5        | The operation of the trains and associated ventilation systems has the potential to adversely affect the amenities of the residents and has not been properly assessed. | <p>EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of groundborne and airborne noise and vibration. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during the operational phase. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Chapter 13, sections 13.2.3.2 and 13.5.3.2.3 recognise that ventilation systems if not designed and mitigated effectively are potential noise sources. Section 13.6.2.3 outlines the detailed considerations that will be included in the design to ensure that the ventilation systems do not exceed limits as per BS 4142, including:</p> <ul style="list-style-type: none"><li>• Reduction of induct flow rates;</li><li>• Reduction of elements in the airflow;</li><li>• In duct attenuators;</li><li>• Orientation of grilles and louvres away from sensitive receptors;</li><li>• Acoustic louvres; and</li><li>• Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 25                                                                                                              | Re: Operational Phase: | 6        | Proposed design will result in significant rat-running between Ranelagh Road and Grand Parade to the detriment of the residents on Dartmouth Square West.               | <p>The assessed impacts on traffic are covered by response (12) above. It is assumed the observation's reference to "rat-running" is with regards the provision of the internal street between Grand Parade and Dartmouth Road. This will be treated as a shared vehicular pedestrian space, access to it will be barrier controlled, and it will be traffic calmed and speed restricted to make it unattractive as a rat-run.</p> <p>In addition, the modelling data shows that there will be significant growth in public transport usage in trips to and from the city centre area, resulting in an increase of up to 43,000 public transport trips over the 12hr day. As a result there will be a corresponding reduction of over 14,000 car trips along the alignment from Northwood to Charlemont, reducing demand on the road network. The provided interchange with the Luas Green Line at this location is also anticipated to reduce vehicle demand from the south of the city (via Ranelagh).</p> <p>During the operational phase, Dartmouth Road will have two new pedestrian crossings, one of which is located towards Ranelagh Road. The provision of this crossing will also act as a traffic calming measure on Dartmouth Road, further deterring its use as a rat run.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                                                  |                         |          | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                                                          |                         |          | Geraldine Ann Cusack and Geraldine O'Connell Cusack (7 and 7A Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                        | Section Ref.            | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N. 314724 |                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 26                                                                                                              | Re: Operational Phase:  | 6        | <div>■ The overall impact of the both the construction and operational phases of the project, in terms of noise, vibration, visual impacts, traffic, HGV movement, construction activity, operational emissions, anti-social behaviour and general activity around the station will be such as to severely and permanently adversely affect the residential amenities of the residents listed in this submission and would be in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas."</div>                                                                                                                                                                                                                                                 | <div>The responses above address the subject matter raised by this observation with the exception of anti-social behaviour.</div> <div>The risk of anti-social behaviour has been considered by the Project and is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses how this will be managed, including how 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. Subject to data protection impact assessment and compliance with the General Data Protection Regulation (GDPR) CCTV will also be installed throughout the MetroLink system, including at station entrances and the public realm to provide general security and surveillance of all the public areas. TII would also note Charlemont Station has been deliberately designed without drop-off (with the exception of a drop only for persons of restricted mobility on Grand Parade) and taxi pick-up areas.</div> <div>TII would also note that while the interchange will certainly increase the number of people passing through the area, it is important to note that people will be using MetroLink, similar to Luas as a transport hub, moving quickly in and out of the area. The station will not be a destination attracting people to remain in the area.</div> <div>TII do not agree that the Project is "in material contravention of the Dublin City Development Plan zoning objective for the area, which is Z2: "to protect and/or improve the amenities of residential conservation areas." for the reason explained by response (9) above. ALG: As noted by response (3), Dublin City Development Plan 2022-2028 supports the Charlemont interchange</div> |
| 27                                                                                                              | Re: Property Issues     | 6        | <div>■ The permanent acquisition of part of the rear laneway will legally impede rights of access to the rear of properties.</div> <div>■ The permanent loss of part of the laneway will inevitably impact upon the amenity and value of retained land/property.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <div>TII can confirm there is no permanent acquisition of part of the rear laneway to the rear of properties. Access to the laneway to the rear of Dartmouth Square West will be maintained, apart for a 33m metre section of the lane to the rear of No.'s 11- 15 which will be occupied by the contractor for a period of 6 months to facilitate construction of part of the MetroLink station box. Accordingly 7 and 7A Dartmouth Square will not permanently lose access to the laneway.</div> <div>TII do not agree that the development will have a long term and permanent negative affect. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 28                                                                                                              | Re: Property Issues     | 6        | <div>■ There will be a significant devaluation in property and the Board must refuse this element of the railway order.</div> <div>■ Owners' costs of engaging in the process should be borne by TII</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <div>Please refer to response (27) above regards property value.</div> <div>Where a property owners interests is required either permanently or temporarily for the MetroLink Project, compensation will be paid in accordance with the compensation code. The compensation includes for all reasonable fees and costs properly incurred in consequence of the purchase from TII. Further details on the MetroLink Compulsory Purchase Order (CPO) Guideline can be found at: <a href="https://metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022">https://metrolink.ie/media/0jlpbyso/metrolink_cpoguideline_final_september-2022</a></div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 29                                                                                                              | Concluding observations | 6        | <div>We request amendments in relation to the OMISSION of the section between Tara Street and Charlemont and the making of a separate railway order application for a section between Tara Street and St. Stephens Green.</div> <div>The EIAR is wholly inadequate and does not properly, coherently, and cohesively assess the combined and interacting impacts of the proposed development.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <div>The above responses, including (4), (5), and (14) above, have addressed why TII are of the view that this Railway Order application should include the section of alignment between Tara and Charlemont.</div> <div>TII, for the reasons noted by responses (9) and (23) above, do not consider the EIAR is inadequate.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 30                                                                                                              | Concluding observations | 6        | <div>My family's specific concerns for this proposed (and present construction/investigative activities already taking place) are being treated as inconsequential for our livelihoods. Our close-knit and very supportive community of families in this cultural heritage residential zone and catchment area of the Charlemont Luas station are being ignored in this Railway Order. We also have founded concerns that this major interchange station would attract anti-social behaviour for up to 19 hours a day. The law enforcement strategy is not equipped nor has the required resources allocated to such upheaval in a change on community circumstances. The potential for late night arrivals, taxi pick-ups, drop-offs and anti-social behaviour would destroy the present community amenities and alter the well managed present nature of the area.</div> | <div>TII do not consider your concerns are inconsequential, and TII do understand why you have these concerns. TII have undertaken a detailed environmental impact assessment, as evidenced by the responses above, to ensure the concerns and observations that you have raised, including those summarised by this observation, have been addressed so that no profound impacts result for the residents of Dartmouth Square.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 31                                                                                                              | Concluding observations | 7        | <div>We need to be heard and professional due diligence conducted on our behalf regarding this completely inappropriately proposed Terminus location at the Charlemont Luas station. How and why has this Charlemont location been so ineptly strategically located for a Terminus hub and spoke system in such an inappropriate and unreasonable location - this needs to be transparently identified and articulated by An Bord Pleanála.</div>                                                                                                                                                                                                                                                                                                                                                                                                                          | <div>Responses (4) and (5) explain the rationale for the proposed location of Charlemont Station.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Submission No.                                                                                                  |                                         |          | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Organisation Name or Name of Submitter                                                                          |                                         |          | Geraldine Ann Cusack and Geraldine O'Connell Cusack (7 and 7A Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                                                        | Section Ref.                            | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Reference Number NA29N. 314724 |                                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 32                                                                                                              | Concluding observations                 | 7        | The Environmental Impact Assessment as assessed by professional Planning experts, McCabe Durney Barnes is wholly inadequate in relation the description of development, alternatives, transport assessment, noise, and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing. | TII, for the reasons noted by responses (9) and (23) above, do not consider the EIAR is inadequate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33                                                                                                              | Concluding observations                 | 7        | As a direct result of the inadequacy of this EIA, Charlemont has gained an erroneous level of traction when St. Stephen's Green is a far superior location. St. Stephen's Green is predominantly a commercial area (Charlemont is predominantly residential.) notwithstanding the obvious advantages in terms of cost-effectiveness and accessibility.                                                                                                          | Responses (4) and (5) explain the rationale for the proposed location of Charlemont Station, and response (6) explains the cost-benefit this section of the alignment delivers for the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                          |
| 34                                                                                                              | Requested amendment to An Bord Pleanála | 7        | We request the following amendments:<br><br>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.<br><br>2. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green to provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.      | The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line<br><br>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme. |

| Submission No.                                                              |              |          | 101                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Organisation Name or Name of Submitter                                      |              |          | Gerard F Brouder (28 Oakley Park, Blackrock, Co. Dublin, A94 C7F6)                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
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| Item No.                                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |              |          |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 1                                                                           | Letter       | 5        | I wish to object to the above proposal on the following grounds: firstly, it is too expensive and secondly, it serves only to get from the Airport with no local links. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p><u>Need for the Project</u></p> <p>It is incorrect to say that MetroLink only serves to get from the Airport with no local links. As explained by EIAR Chapter 3, Background to the MetroLink Project, the benefits MetroLink will deliver are much wider than this and will address transport challenges within the Greater Dublin Area. The proposed Project 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>Attention is also drawn to Chapter 4, Description of the MetroLink Project that confirms the overall project objective for the proposed Project, as established by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), and as informed by planning policy context, MetroLink, is to 'provide a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre'. (National Development Plan 2021-2030, Box 9.1).</p> <p>The proposed Project will also improve the performance of the public transport and road networks in North Dublin, including the critical Dublin-Belfast trade corridor, and the supporting infrastructure for Dublin Port and Dublin Airport. By creating a new transport mode choice for passengers, the proposed Project will enhance regional and international connectivity and help optimise the transport network. EIAR Chapter 9, Traffic and Transport, presents an analysis of the capacity of existing public transport corridors, indicating that many of the other bus corridors are currently operating well over its capacity, and therefore an alternative solution is required to accommodate demand.</p> <p>Further, EIAR Chapter 7, Consideration of Alternatives presents in detail the robust decision making process that has led to the proposed Project, including alternative alignment options and feasibility assessments of cost, amongst other considerations. The proposed Project has been designed to ensure maximum interchange with other modes of transport, leading to positive impacts reaching far beyond the alignment through direct connections to both the heavy rail and Luas networks.</p> |  |

| Submission No.                                                              |              |          | 101                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                      |              |          | Gerard F Brouder (28 Oakley Park, Blackrock, Co. Dublin, A94 C7F6)                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                                           | Letter       | 5        | Could I suggest that the Bord have a look at the tram system in Bordeaux - there are no overhead power lines, the trams run on powered rail lines only activated when the tram is in motion. There are a number of interchanges where you can stay on the existing tram or change to another line. This system allows for local access with one fare for busses and the tram. | <p>The observation is noted, but TII would bring to your attention the development of the Project as outlined in Chapter 3: Background to the MetroLink Project, section 3.6 Background to the Proposed Project. This section presents the project development and policy and strategy support for earlier revisions of MetroLink and the proposed Project presented in the Railway Order application.</p> <p>In the development of the proposed design for MetroLink and assessed in the EIAR submitted for this Railways Order, a number of alternative transport options were analysed to serve the Fingal/North Dublin Corridor. These are set out in EIAR Chapter 7, Consideration of Alternatives.</p> <p>The options assessed included for heavy rail, light rail Bus Rapid Transit (BRT) options, as well as potential combinations of options. These options were assessed in a two-stage analysis, based on feasibility of the option and on the consideration of whether the scheme meets the fundamental project objectives by serving Swords, Dublin Airport and the city centre. A Multi-Criteria Analysis (MCA) was undertaken having regard to Environment, Economy, Safety, Accessibility, and Social Inclusion and Integration. This assessment identified an Optimised Old Metro North as the best medium and long-term transport project for the Greater Dublin Area. The reasons for this choice are presented in section 7.3.2 of Chapter 7.</p> |
| 3                                                                           | Letter       | 5        | I attach a drawing indicating a possible route with feeder links.                                                                                                                                                                                                                                                                                                             | TII would note as referred to by responses (1) and (2) above that alternate alignments and systems have been considered before submitting proposals for the MetroLink project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                        |                                              |          | 102                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                |                                              |          | Gerard Gannon Properties (represented by Downey)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                              | Section Ref.                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Re: Submission to the Draft Railway Order 2022 (MetroLink - Estuary to Charlemont via Dublin Airport) |                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                     | Executive Summary and Section 4.0 Conclusion | 3 & 13   | <p>Our client requires clarity that the construction and overall delivery of the MetroLink does not impact on our client's ongoing projects in the Swords area and as such would be willing to engage with TII on this matter.</p> <p>Swords has developed and grown significantly in recent years; however, the development of public transport has not progressed in tandem with the town's population growth. Whilst it is recognised that some forms of public transport are available within the town, there still remains a high dependency on private car use within Swords and its environs.</p> <p>In light of this, our client welcomes this strategic project and recognises the significance of its delivery to provide for a sustainable, safe, efficient, integrated and accessible public transport service between Swords, Dublin Airport and Dublin City Centre.</p> | <p>TII are grateful for you taking the time to make this submission and confirming your support for the MetroLink project which will deliver the benefits you have noted. The need for the proposed Project to facilitate the public transport network in Swords has been established and supported in National, Regional and Local policy documents. Through the provision of increased travel options it will facilitate a modal shift from car dependency in the area.</p> <p>To provide clarity on how MetroLink will interface with Gerard Gannon Properties, TII propose a meeting is held to discuss ongoing Gerard Gannon projects and, in particular, where Gannon properties holds an interest in lands at Dardistown.</p> |



| Submission No.                                                                                           |                  |          | 103, 285                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Organisation Name or Name of Submitter                                                                   |                  |          | Gerhard and Rosemary Mayrhuber, Susan Cosgrove - Refer to Index                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                                                 | Section Ref.     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Re.: Metro Link Railway Order - Gerhard and Rosemary Mayrhuber/Susan Consgrove - College Gate Apartments |                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 1                                                                                                        | Objection Letter | 1        | I am instructed on behalf of the above named claimant to lodge the within objection to the Making of the above Railway Order for the following reasons:<br>1 . The Railway Order should not be approved until such time as the Bord is satisfied that there is an urgent need for the Scheme and that TII have the funding to complete the Scheme expeditiously if the Railway Order is approved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Chapter 03 (Background to the MetroLink Project) of the EIAR details the need for the Project, and how MetroLink will address urgent challenges such as meeting Ireland's climate change targets, and contributing to the achievement of Ireland's National Strategic Outcomes (NSOs) as set out in the National Planning Framework such as compact growth, sustainable mobility, enhanced regional accessibility, high quality international connectivity, enhanced amenity and heritage, transition to a low carbon and climate resilient economy, access to quality childcare, education and health services, a strong economy supported by enterprise, innovation and skills, strengthened rural economies and communities, and sustainable management of water, waste and other environmental resources.<br><br>Further, TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order as the business case has been approved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                                                                        | Objection Letter | 1        | 2. The Railway Order should not be approved until such time as TII have provided drawings to an appropriate scale and my client has had an opportunity to consider same.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII have provided the necessary detail. As discussed and agreed with An Bord Pleanála, paper/hard copies and electronic/soft copies of the Railway Order documentation (containing identical information) comprised the following:<br>* The draft Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022;<br>* The associated Book of Reference and Schedules to the draft Railway Order, describing the works and listing owners and occupiers of lands by reference to the relevant plans accompanying the application;<br>* The associated Railway Order Plans and drawings, identifying the proposed railway works and identifying the owners and occupiers of lands listed in the Schedules;<br>* An Environmental Impact Assessment Report (EIAR) on the likely effects on the environment of the Project;<br>* The Natura Impact Statement (NIS) for the Project; and<br>* The Planning Report.<br><br>As noted, electronic versions of the documents specified are available at <a href="http://www.metrolinkro.ie">www.metrolinkro.ie</a> . Paper copies were made available for public access at An Bord Pleanála, Dublin City Council, Fingal County Council, Transport Infrastructure Ireland, and the National Transport Authority offices. Multiple newspaper notices were published regarding the availability of the Railway Order documentation, with the notice also indicating that copies of the documents, including the plans and drawings, could be purchased from TII (contact details for such requests were provided). The dates for consultation, including the extension of the submission deadline, were also noted.                                 |
| 3                                                                                                        | Objection Letter | 1        | 3. My clients have been invited to participate in a voluntary Discretionary Scheme by TII. This Scheme is vague at best and does not alleviate my clients concerns, that the uncertainty caused by the Making of a Railway Order in the absence of a commencement and completion date for the Scheme works, will have a detrimental impact on the value of their property under the definition of Rule 2 of the Acquisition of Land (Assessment of Compensation) Act 1919. You will note that any negative impact on the value of my clients property arising out of the Making of the Railway Order cannot be addressed by the Property Arbitrator, as he has no jurisdiction to deal with the question of sterilisation caused by the Making of the Railway Order. Any Discretionary Scheme that might be contemplated must give certainty to the landowner and must involve a commitment by the acquiring Authority to complete the purchase immediately. In this regard, the Bord will note that TII has already completed the purchase of a number of properties under the first Metro North Railway Scheme, and there is therefore no reason why they cannot continue with the process of advance purchases under the current iteration of the Scheme. | TII understands and acknowledges the importance for residential property owners to be able to plan their affairs with as much notice and certainty as possible. TII powers to aquire the properties concerned are contingent on the scheme obtaining an Enforceable Railway Order and as such it is not possible to enter into advance purchase agreements. As part of the Land Acquisition Strategy, TII has introduced a descretionary scheme to encourage early engagement. Our intention is to enter into a pre-agreement with residential property owners to agree a baseline apartment price and other matters of compensation, which will be payable under the compensation code. This will be detrmind at an early date and provides a commitment from TII to agree terms ahead of the statutory process, locking in a baseline apartment rice, with an agreement to apply an index to reflect any future uplift. The scheme will accelerate the acquisiiton process following as enforceable Railway Order avoiding protracted negotiations. TII advocates that residential property owners are professionally advised aspart of the process and have agreed to meet all reasonable professional fees and costs. The scheme does not prejudice property owners nor are they obligated to participate. TII have appointed external property consultants to assist with the implementation of the discretionary scheme. This also ensures that engagement with residential proeprty owners continues and concerns can be addressed where practicable. Further details on TII's Land Acquisition Strategy can be viewed at <a href="https://www.metrolink.ie">https://www.metrolink.ie</a> . |

| Submission No.                                                                                           |                  |          | 103, 285                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter                                                                   |                  |          | Gerhard and Rosemary Mayrhuber, Susan Cosgrove - Refer to Index                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                 | Section Ref.     | Page No. | Observation Statement                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Re.: Metro Link Railway Order - Gerhard and Rosemary Mayrhuber/Susan Consgrove - College Gate Apartments |                  |          |                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                                                                                                        | Objection Letter | 2        | The Bord should not approve any CPO/Railway Order until an urgent need for the scheme is established and that the Bord is satisfied that the scheme works will commence, and be completed expeditiously, should the Railway Order be confirmed. | Please refer to response (1) above in relation to the need for the Project, and TII's commitment to the delivery of MetroLink once an Enforceable Railway Order is received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 5                                                                                                        | Objection Letter | 2        | My client reserves the right to add and/or expand on this objection at the Oral Hearing. In particular, my client reserves the right to comment in detail on the Discretionary scheme which is being promoted by TII.                           | <p>TII wish to thank you for submission. The Railway Order application including the EIAR and associated appendices, will be considered together with any feedback/submissions received during the statutory consultation process (such as your own) by An Bord Pleanála. The Board has noted that it will call an Oral Hearing prior to making a decision on the RO application. TII and its specialists will be given the opportunity to present evidence on the proposed Project and on submissions received. There is also an opportunity for The Board and parties who made submissions (such as yourself) during the statutory consultation process to question TII and its specialists. Following this process and based on the information available to The Board, they will make a decision on the application.</p> <p>Please refer to response item (3) in relation to the Discretionary Scheme as part of the proposed Project.</p> |

| Submission No.                              |              |          | 104                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Organisation Name or Name of Submitter      |              |          | Glasnevin Village Residents Association (8 St Mobhi Drive, Glasnevin)                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| Item No.                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| RE: Observation in respect of the MetroLink |              |          |                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 1                                           | Letter       | 1        | While construction is ongoing, care will need to be taken to minimise the effects on residents of the Village. We expect the contractors to adhere to normal guidelines re construction in urban areas. | <p>As detailed in EIAR Chapter 5, MetroLink Construction Phase, the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase in order to lessen the duration of potential environment impacts, while ensuring that the areas surrounding the work sites remain operational and functional. Work will run concurrently at all MetroLink site locations to ensure the Project is delivered in an effective and timely manner.</p> <p>Appendix A5.1 of EIAR Chapter 5, MetroLink Construction Phase presents the Outline Construction Environmental Management Plan (CEMP). This document provides a framework that outlines the minimum requirements with regards to the appropriate mitigation, monitoring, inspection and reporting mechanisms that need to be implemented throughout the construction phase that aligns with the EIAR Assessment and proposed mitigations. The contractor(s) will update the Outline CEMP to a prepare a more detailed CEMP for each specific package of works required and for each location such as Glasnevin. The detailed CEMP(s) will be provided to DCC for consultation and approval in advance of any construction works on site. In addition, TII may appoint an Employer Representative to monitor compliance with the CEMP on their behalf. This may involve the appointment of temporary or permanent specialists with appropriate skills and experience as required to implement on-site procedures and monitor construction on behalf of TII to ensure impacts do not exceed those identified in the Railway Order, i.e., competent experts in biodiversity, architecture, archaeology and cultural heritage, noise and vibration, dust, waste, soils, land, ground movements, contamination, and water.</p> <p>In addition, regulatory and statutory bodies may undertake site visits to monitor compliance with legislative and regulatory requirements.</p> <p>A Freephone (e.g., 1800) helpline service will also be maintained during the Construction Phase to deal with enquiries and concerns from the general public.</p> |  |
| 2                                           | Letter       | 1        | In our view, the station at Albert College Park should be called National Botanic Gardens, to reflect the proximity of the station to one of the Dublin City's premier attractions.                     | <p>There is no proposed station at Albert College Park, however there will be an intervention shaft present. Both the proposed Griffith Park Station and Glasnevin Station are located within a short walk of the National Botanic Gardens.</p> <p>The naming of the stations is for the purpose of the Railway Order Application. There are no current plans to change their names.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

| Submission No.                                                                                                                 |              |          | 105                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| Organisation Name or Name of Submitter                                                                                         |              |          | Godfrey Gillett                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| Item No.                                                                                                                       | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Refernece Number NA29N.314724 16 January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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| 1                                                                                                                              | Letter       | 1        | I am in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport. However, as a resident living in the Dartmouth/Charlemont area, I wish to set out a number of observations for the Board regarding the proposal to locate the terminus station at Charlemont-Dartmouth. My family home abuts the site of the proposed location of the Terminus station. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| 2                                                                                                                              | Letter       | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services.                                                                                                                                                                                   | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

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| 3                                                                                                                              | Letter       | 1        | St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus. | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West. A station on St Stephen's Green West is not preferred for several reasons:</p> <p>If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. This could feasibly be situated in the Trinity College Dublin sports grounds.</p> <p>TII note that it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is uneconomic in comparison.</p> <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East.</p> <p>This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> |

| Submission No.                                                                                                                 |              |          | 105                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                                                                                                                |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus (train sideways, car-parking etc) take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus or car . The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage, as detailed in response item (2) above. Operationally, the Station will see people moving quickly in and out of the area, noting that it will act as an interchange, and has been deliberately designed with minimum set down space or room for taxis so that it does not encourage the Station to be used as a terminus. All operational environmental impacts are mitigated so they are not significant, while the impact on amenity will be permanent and positive.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4                                                                                                                              | Letter       | 1        | 2. Expensive Duplication of Rail infrastructure: - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at €650M is an expensive duplication and significant investment that deprives other parts of Dublin that are in immediate need of rail infrastructure to support housing and urban development. | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>The responsibility for funding the Project lies with the NTA, the Government and ultimately the Oireachtas. It has received all necessary approvals, including under the Public Spending Code for the making of a Railway Order. It will undergo further scrutiny and approvals, including under the Public Spending Code, before it is funded. It is not appropriate for the Board to make findings in relation to value-for-money that are outside its statutory functions and would cut across those arrangements. Members of the public are entitled to make representations to their TDs in relation to the value-for-money of any element of the Project.</p> <p>In any event, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen’s Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen’s Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |



| Submission No.                                                                                                                 |              |          | 105                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                        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| 5                                                                                                                              | Letter       | 1        | 3. The station box at Charlemont, as constructed in 2021/22 by the developer, Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive.                                                                                                                                                                                                                                                                                                      | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 6                                                                                                                              | Letter       | 1        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development, sited above the proposed box.</p> <p>The implications of this new alignment has significant impact on our wider community as it will involve top-down construction that will only be possible when several houses on Manders Terrace, Oakley Road and Charleston Road are demolished.</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>The submission seeks to portray the construction of the Metro Enabling Works as prejudicial to future decisions on proper planning and sustainable development of the area. It implies that the counterfactual would have had no effect on such decisions. That is not the case. There was a planning conflict between the EPR and the Grand Parade Development at the time the latter development was proposed. There was no resolution to that conflict that was free of implications for future decisions on the proper planning and sustainable development of the area. The Board could have refused permission for the Grand Parade Development, inevitably creating a underutilised and potentially vacant and idle site in a commercial hub location. The Board could have granted permission with no provision to facilitate a station at this location, resulting in a requirement for the railway order to provide for the demolition of a new office building. The Board's actual decision was reasonable and lawful in seeking to minimise the prejudice to an important office development and a critical piece of national infrastructure. It was also not particularly restrictive of future decisions in relation to the proper planning and sustainable development of the area. Of the three options open at the date of the Grand Parade planning application, two remain open: the Board can still require changes to the station design that require the demolition of the commercial building and it can grant an order that avoids demolition by using the Metro Enabling Works.</p> <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. In designing an extension, the promoter will seek to reduce the requirement for demolition by looking for tunnel launch sites at the southern extent of the scheme and, if one can be identified, driving the Tunnel Boring Machine northwards ultimately connecting into the existing tunnel. In that case, even if the new alignment were under the properties identified in the submission, the tunnel underneath them would be constructed by the Tunnel Boring Machine without the need for above ground works.</p> |  |

| Submission No.                                                                                                                 |              |          | 105                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 7                                                                                                                              | Letter       | 2        | 5. The Environmental Impact Assessment is inadequate in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing. | TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of Metrolink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise & Vibration, and 14 Groundborne Noise & Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects. This assessment is carried out for the full length of the alignment including relative to potential significant effects on the Charlemont-Dartmouth Community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                                                                                                                              | Letter       | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area.                                                                                                                                                                                                                           | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:</p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:</p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Loss of amenity during construction:</p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> <p>Loss of amenity during operation:</p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The Metrolink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |

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| 9                                                                                                                              | Letter       | 2        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. The is no space for a bus terminus or taxi rank. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development.</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a “huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport” as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont".</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made “The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.” or “The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account.”</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |
| 10                                                                                                                             | Letter       | 2        | <p>7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand Parade is an already heavily congested orbital route.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:</p> <p>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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|                                                                                                                                |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Operational Phase:</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used for a significant volume of car or taxi trips.</p> |
| 11                                                                                                                             | Letter       | 2        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, operational noise and signals, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a residential neighbourhood into a noisy, busy, congested major transport hub. Houses along Dartmouth Square West (including our own) will lose access to the lane at the rear of our properties, abutting the site. | <p>Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>Regards devaluation, there is evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class Metro system providing access to the city centre, airport and north city at their doorstep. The benefits of the project for all communities along the MetroLink route are described in Chapter 3: Background to the MetroLink Project, section 3.4 MetroLink Response to Challenges.</p> <p>Access to the laneway to the rear of Dartmouth Square West will be maintained, apart for a 33m section of the lane to the rear of N0 11- 15 which will be occupied by the contractor for a period of 6 months to facilate construction of part of the station box.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| Submission No.                                                                                                                 |              |          | 105                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Organisation Name or Name of Submitter                                                                                         |              |          | Godfrey Gillett                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                                       | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Refernece Number NA29N.314724 16 January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 12                                                                                                                             | Letter       | 2        | <p>Accordingly, we are requesting the following amendments of An Bord Pleanála:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p> | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p> |

| Submission No.                                                                                                                                                                                    |                              |          | 106                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      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| Re: Metrolink Railway Order Application and Supporting Documentation; Property Owner: The Trustees of Grace Bible Fellowship; Address: 29, Pearse Street, Dublin 2; Ref No: ML60-U24 and ML60-U27 |                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| 1                                                                                                                                                                                                 | 1. Warranties and Guarantees | 1        | <p>The TII advised us of their intention to acquire the substratum of part of our property at 28a and 29 Pearse Street. We have requested that they advise us of the warranties and guarantees that will be in place to safeguard us in the event our property is damaged by the tunnelling work immediately adjacent to our site. They have failed to provide us with such information. We are justifiably concerned that such construction works may cause damage to our property.</p> <p>We have therefore serious concerns regarding the lack of warranties, assurances and guarantees in relation to our property. If our building is damaged during the construction period or as a result of the construction work, we maintain that the Acquiring Authority should be responsible and should be prepared to give guarantees, assurances and warranties. It is not acceptable that the Acquiring Authority might delegate all responsibility to the contractor who will be appointed to undertake work on their behalf and that any damage that may arise during the construction period in relation to nearby property might be the sole responsibility of the appointed contractor. The TII can recover any outlay that they have to incur from their contractor under the terms of their contract. A property owner such as ourselves should not have to deal with a contractor that is not acting on our behalf.</p> <p>We submit therefore that any permission granted by An Bord Pleanala in this matter should be subject to the provision by TII to An Bord Pleanala of such guarantees and warranties that will satisfy the Bord that we will be fully indemnified in respect of any costs which may be incurred by us in the event of damage to our property, including but not limited to all costs related to the repair or rebuilding of the property and all costs related to relocation of our activities and those of our tenants in the event that we need to vacate the premises before or during such repair or reconstruction. We submit further that details of such warranties and guarantees should require that these be provided to us before construction begins.</p> | <p>TII are not predicting structural damage to your property from the construction of MetroLink. TII understand the reasons for your concerns and would like to provide the assurance that the potential impact of construction on your property has been carefully assessed. This includes the impact of noise and vibrations from: the tunnel boring machine (TBM), mechanical excavation and blasting; and construction generated ground movements leading to settlement and possible building and property movement. All of which have been assessed and reported in the EIAR and are summarised below.</p> <p><u>Ground Movement</u><br/>EIAR Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on your property. Your property is predicted to not exceed the 'Slight' category, an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p><u>Noise and Vibration</u><br/>EIAR Appendix A14.5, Groundborne Noise and Vibration and Blasting Modelling Results, 14.4 Section AZ4 Northwood to Charlemont, presents the predicted vibration levels during TBM passage for various sensitive receptors.</p> <p>The predicted vibration levels for TBM Passage during the day and night are 0.27ms-1.75 (VDV day) and 0.227ms-1.75 (VDV night). [Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs]. Both of these values are lower than the VDV Threshold Levels of 1.0ms-1.75 (VDV day) and 0.5ms-1.75 (VDV night). These threshold levels have been used in relation to human response to vibration, and thresholds for building damage are much higher. As the predicted levels of vibration from TBM passage are below these thresholds then no impact from vibration during TBM passage is predicted to the building.</p> <p>The predicted groundborne noise and vibration from mechanical excavation at Tara Station are also presented. The predicted vibration during mechanical excavation is 0.001 ms-1.75 VDV which is will below the VDV Threshold Levels of 0.8ms-1.75 VDV. There are therefore no adverse impacts predicted at this location during the mechanical excavation at Tara Station.</p> <p>Figure 14.4 of the EIAR Blasting Contours of PPV indicates that vibration from blasting at this location will be less than 1mm/s PPV, which is well below the threshold level of 8mm/s for blasting. Figure 14.5 of the EIAR Blasting Air Overpressure contours shows that this location is outside of the 120dB contour, and below the 125dB threshold levels. There is therefore no significant impact from blasting predicted at this location.</p> <p><u>Monitoring of Potential Impacts</u><br/>To provide further reassurance, monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached.</p> <p><u>POPS Scheme</u><br/>TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred. TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Metrolink project insurances will be put in place in a manner similar to other large rail projects including Luas, and commercial businesses who suffer damage as a result of the MetroLink works will have access to those insurances"</p> |
| 2                                                                                                                                                                                                 | 2. Route Selection           | 2        | In the event that such warranties, assurances and guarantees are not forthcoming we have serious concerns in relation to the route chosen for the Metrolink in our vicinity. We believe that the route does not need to come under our building or so close to it. An alternative route for this stretch could be (for example) below the railway line which is reasonably close by and we assume the substratum under that property is already available to the Acquiring Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The routing of the tunnel by your property is due to the proposed station locations at Tara Street and St. Stephen's Green. The routing of the tunnel has been the subject of careful consideration over the course of a number of years and although all possible alternative routes have been considered, the optimum design which accommodates the proposed station locations, is to route in accordance with the current design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



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| Submission No.                                                                                                                                                                                    |                           |          | 106                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                      |
| Organisation Name or Name of Submitter                                                                                                                                                            |                           |          | Grace Bible Fellowship                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                      |
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| Re: Metrolink Railway Order Application and Supporting Documentation; Property Owner: The Trustees of Grace Bible Fellowship; Address: 29, Pearse Street, Dublin 2; Ref No: ML60-U24 and ML60-U27 |                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                      |
| 3                                                                                                                                                                                                 | 3. Supporting Information | 2        | <p>The relevant part of our property is detailed at references ML60-U24 and U27 in the maps provided to us by TII. These show that the edge of the tunnel will be directly below the corner of our building, and the substratum that they seek to acquire will extend up to 10 metres beneath our building. Our building is 7 storeys over basement, and was built in 2018. It is occupied and used 7 days a week.</p> <p>We attach hereto copies of the email correspondence between ourselves and TII in this matter.</p> | TII confirm that the tunnel has been designed to cater for the basement and all floors of the building, and potential environmental impacts have been assessed as noted by response (1), taking account of the particular location of your property. |

| Submission No.                                                                                             |                       |          | 107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Subm                                                                          |                       |          | Grace Maguire (3 Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case reference Number NA29N.314724 |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                          | Letter - Introduction | 1        | Whilst I am broadly in favour of any well-thought-out transport infrastructure planning (such as the proposed MetroLink to connect the airport to the city centre), I have deep misgivings about the proposed plan and the competence of TII to execute this plan within budget and timescale. As a resident of a home very close to the proposed Charlemont terminus I feel that my views on this aspect of the plan are concrete rather than abstract.                                                                                                                      | It is regrettable that the submitter has such misgivings given TII's record in successful delivery of Road and Public transport projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 2                                                                                                          | Key Submission Points | 1        | 1. Charlemont is the incorrect strategic location for a Terminus. The notion of locating a major rail terminus at a small, congested, residential street such as Dartmouth Road is plainly absurd. Dartmouth Road currently struggles with the current level of through traffic between Ranelagh and Leeson Street. The congestion that will be caused by thousands of passengers transiting the station every hour and connecting with other forms of transport will create enormous issues not only for those same passengers but for the entire community within the area. | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line for the reasons set out below.</p> <p>The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> |

| Submission No.                                                                                             |              |          | 107                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| Organisation Name or Name of Subm                                                                          |              |          | Grace Maguire (3 Dartmouth Square West) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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| Item No.                                                                                                   | Section Ref. | Page No. | Observation Statement                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case reference Number NA29N.314724 |              |          |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       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|                                                                                                            |              |          |                                         | <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Traffic and Pedestrian Congestion<br/>TII have modelled the impact of the potential changes to traffic and pedestrian movements and this shows there will be no significant impacts and instead MetroLink will provide improvements to the transport network as explained below. Please refer to Chapter 9, Traffic and Transport, Appendix A9.2-B Traffic and Transport AssessmentCharlemont Station, summarised in section 7.</p> <p>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers. Please refer to Appendix A9.2-B, section 6.1.3. Pedestrian Impact Assessment.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> |

| Submission No.                                                                                             |                       |          | 107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Organisation Name or Name of Subm                                                                          |                       |          | Grace Maguire (3 Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                                   | Section Ref.          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case reference Number NA29N.314724 |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3                                                                                                          | Key Submission Points | 1        | 2. Using Charlemont as a terminus will prejudice the future evolution of the network. For reasons best known to themselves TII have always favoured continuing Metrolink along the Luas Green Line, a policy that implied the destruction and rebuild of some of the best rail infrastructure undertaken in this country. When it was pointed out to them that the depth of the tunnel under the main sewer made this impossible, they changed the plan to make Charlemont a terminus. This appears to be a stubborn refusal to face engineering reality, as well as a shocking indictment of their professional competence. It was a local resident who pointed out the existence of a deep sewer along the canal, something TII had missed in their plans. | <p>For reasons set out in this reposne and reponses to other similar submissions, the decision to locate a station at Charlemont does not prejudice the future evolution of the public transport network.The decision not to progress along the Luas Green Line with MetroLink was not driven by the location of the sewer along Grand Canal and any adjustments to the vertical alignment to de-risk the impacts to the sewer. As noted in response (1) the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area. It is provided for the in the Transport Strategies and Dublin City Development Plan 2022-2028.</p> <p>The proposed MetroLink alignment has not been extended south of Charlemont for the reasons set out by the GDA strategy , section 12.3.10, "The challenges associated with the upgrading of the Luas Green Line to a metro standard of service have led to the emergence of an alternative proposal which seeks to meet travel demand from south of Sandyford along a new light rail corridor which serves UCD post-2042. As such, the upgrading of the Green Line to metro standard is not being pursued as part of this strategy. Instead, for this strategy period, the capacity and frequency on the current Green Line from Sandyford northwards to the city centre will be incrementally increased through the provision of additional tram fleet and services and associated turnback arrangements to meet forecast passenger demand. The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the Metro.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4                                                                                                          | Key Submission Points | 1        | 3. The budget of €650M for the section between St. Stephens Green and Charlemont is an enormous misuse of financial resources when one considers that there is already a perfectly good means of making that short journey - the Luas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The Board is not responsible for any decisions in relation to the funding the Project. It is solely responsible for assessing whether the Project is consistent with proper planning and sustainable development and that its effects on the environment are acceptable.</p> <p>In any event, TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |

| Submission No.                                                                                             |                       |          | 107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Subm                                                                          |                       |          | Grace Maguire (3 Dartmouth Square West)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                   | Section Ref.          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022 Case reference Number NA29N.314724 |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                          | Key Submission Points | 2        | 4. NTA have failed to provide adequate impact studies in relation the proposed project and those that have been supplied have all the appearance of documents hurriedly put together. Witness the extension of the deadline for making submissions to ABP due to the 'inadvertent omission' of such key documents.                                                                                                                                                                                                                   | <p>TII disagree with this assertion. A detailed, robust and comprehensive EIAR and supporting appendices has been prepared for the proposed Project, which has allowed TII to address all questions raised during the statutory consultation from the material provided within the EIAR and supporting documentation.</p> <p>With regards to the extension of deadline referred, when it was found that c.30 pages had been inadvertently omitted from a 12,000 page submission, it was right and proper to extend the submission deadline.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6                                                                                                          | Key Submission Points | 2        | 5. NTA's record in managing a project of this scale is highly questionable. As mentioned in 2) they had failed to note the presence of a major sewer along the Grand Canal. The €25 million spent on excavating and building a station box beneath the Mater Hospital which will now have to be simply written off is further evidence that incompetence.                                                                                                                                                                            | <p>TII had not "failed to note the presence of a major sewer". It is a normal part of project design development for amendments to be made as further information becomes available, in this case surveys were undertaken of the sewer, and thus the proposed alignment design and Charlemont Station has full regard to the location of the sewer along Grand Canal.</p> <p>A station box was not built previously at Mater, rather a section of wall was installed to future proof the possible construction of a station. A comprehensive alternatives/options assessment has been undertaken for this Project to ensure that it meets the objectives for this Project (not a previous one). This assessment, as presented in Chapter 7 of the EIAR identified an alternative route for the alignment that did not match the one proposed for "Old Metro North" and as a result it was not possible or desirable to utilise the section of retaining wall constructed at the time.</p> |
| 7                                                                                                          | Requested amendment   | 2        | <p>Requested amendment to An Bord Pleanala</p> <p>We request the following amendments:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel</p> <p>2. Require the submission of a railway order for a section from Tara Street Station to St. Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p> | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line.</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                |

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| Submission No.                                                                                                                                                                                              |              |          | 108                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                              |
| Organisation Name or Name of Submitter                                                                                                                                                                      |              |          | Grand Parade Property Trading Company DAC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                                                                                                    | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                 |
| RE: Application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order [2022] Case Number: NA29N.314724 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                                                                                                                           | Cover letter | 1        | Grand Parade Property Trading Company DAC ("GPPTCD") would like to express its support for the Metrolink Project and in particular the station planned for Charlemont. GPPTDC would however like to raise a number of observations in relation to the particular plans for Charlemont Station. A summary of the observations is listed below, and a more detailed explanation can be found in the submission made by John Spain and Associates on behalf of Union Investment Real Estate GmbH appended to this letter. We hope these observations can be considered as part of the Railway Order process. | TII thank you for your support for the MetroLink Project and the Station planned for Charlemont. TII have reviewed your submission and have responded to each of the observations raised. Noting that this submission is the same as the submission made by Union Investment Real Estate GmbH, please refer to TII's response to the Union Investment Real Estate GmbH submission (No. 305). |



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| Submission No.                                                                                                |                    |          | 109                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Organisation Name or Name of Submitter                                                                        |                    |          | Greybirch Limited (represented by ILTP Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                      | Section Ref.       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| RE: Submission on Behalf of Greybirch Limited on Proposed Scheme and CPO (Compulsory Purchase Order) of Lands |                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 1                                                                                                             | Cover Letter       | 1        | <p>The subject lands, which are shown in yellow on Figure A attached, have the benefit of an existing planning permission for a hotel (ref: 3560/19) which includes two basement levels.</p> <p>The concern or clarification our client is seeking is in respect to any limitations or impacts that might arise if</p> <ul style="list-style-type: none"><li>• the permitted development was under construction at the same time as the Metrolink construction</li><li>• if the development on the retained lands took place during the operational stage of Metrolink.</li><li>• In addition they are seeking an understanding as to whether a taller development on same lands (subject to planning) might be impacted in the event of same progressing with the Metrolink at construction or at operational stage.</li></ul> <p>We have only recently been in contact with TII in respect to this matter and further meetings are planned with TII in the near future.</p> | <p>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.</p> <p>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>The meetings planned for the future should consider the layout of the basements referred to by the observation in relation to the possible location of the MetroLink tunnels and the engineering implications and solutions for this.</p> <p>If a development is planned to be under construction at the same time as MetroLink, then before construction commences a coordination meeting would need to be held to ensure the phasing of development construction does not impact MetroLink construction.</p> |
| 2                                                                                                             | Additional request | 2        | We would ask the ABP to also seek clarification in respect to any limitation that might arise in respect to planned or future development on the retained lands.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Please refer to response (1) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                                                                                                    |                                                   |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                                                                                                            |                                                   |          | Hammerson ICAV (represented by Stephen Little & Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                                                          | Section Ref.                                      | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                   |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                                                                                                                                                                 | Section 1 Introduction                            | 2        | Our Client is requesting that the Board convenes an Oral Hearing prior to making its decision. Further to telephone consultation with An Bord Pleanála, we were advised to and will make this request by email to sids@pleanala.ie. We understand that this request does not attract an additional fee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. As detailed, An Bord Pleanála may, at its absolute discretion, hold an oral hearing on the Railway Order application. The Board has confirmed that an oral hearing will be held.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                                                                                                                                                                                                 | Section 2 Executive Summary                       | 2        | <p>It is with grave concern that our Client welcomes the opportunity to make this submission. It raises issues of concern to Hammerson ICAV and Swords Pavilions relating to the impact of proposed Metrolink Railway Order and Compulsory Purchase Order on the 'Pavilions Development Lands' and on the operational Swords Pavilions Shopping Centre.</p> <p>Hammerson and Swords Pavilions, as a key stakeholder, would welcome the opportunity to continue to consult with TII to ensure that the future development plans for the Pavilions lands, the existing and future operational success of Swords Pavilions shopping centre and the retention of safe and efficient access to Swords Pavilions for its customers, employees and the wider community are realised, in harmony with Metrolink.</p> | <p>TII have reviewed the submission and provided response for the observations/ concerns raised in detail below.</p> <p>TII are committed to the continued engagement with stakeholders such as Hammerson and Swords Pavilions, to resolve the concerns presented in this submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                                                                                                                                                                                                 | Section 2.1 'Pavilions Development Lands'         | 3        | The entirety of our Client's lands proposed to be acquisitioned by Metrolink are required by Hammerson to make its planned development scheme viable. It would not be plausible to relocate, reduce or limit the number of residential units planned as part of this scheme, as this would jeopardise the viability of the entire mixed use town centre masterplan. The lands to be acquisitioned must be the first phase of any residential development component for a number of legal and operational reasons.                                                                                                                                                                                                                                                                                            | <p>The temporary/permanent acquisition of the lands in the ownership of Hammerson's ICAV are required for the demolition of the footbridge across the R132. The temporary land take lands will be returned to Hammerson's ICAV on completion of these works, which will take approximately 18 - 24 months.</p> <p>The lands in question are zoned as part of the Metro Economic Corridor under the Fingal Development Plan 2023-2029. Therefore, the potential of these lands to develop to the desired density and mix is predicated on the delivery of MetroLink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4                                                                                                                                                                                                 | Section 2.2 Operational Pavilions Shopping Centre | 3        | It is of concern that, for 'major town centre' land that will be immediately adjacent to Metrolink's significant construction and operational works, and where direct land take and traffic impacts are inevitable, Swords Pavilions shopping centre receives no direct consideration in respect of the magnitude and duration of effect of the project on its existing operations and future development potential. The project shows no appreciation of the significant contribution of the current and ongoing success of Swords Pavilions within its community.                                                                                                                                                                                                                                          | <p>Please refer to response item (3) in relation to the return of temporary land take.</p> <p>TII fully recognise the importance of the Swords Pavilions Shopping Centre to the local economy and community of Swords, and fully support its operations and future growth ambitions. As detailed in Chapter 5 (MetroLink Construction Phase), the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional. Traffic management plans for the construction of the MetroLink have been developed to minimise the impact of the scheme on road users, and to maintain access to businesses and other premises. As such, whilst potential severance and disruption in the area surrounding the shopping centre may occur, mitigation measures such as diversions, alternative routes, and advance notice will reduce the severity of the predicted impact on Swords Pavilions. Land take and traffic impacts on Swords Pavilion have been covered in the EIAR as outlined below.</p> |

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| 5                                                                                                                                                                                                 | Section 2.2 Operational Pavilions Shopping Centre | 3        | <p>It is submitted that Metrolink should continue to support the role and function of the Swords Pavilions, and its future development ambitions, as part of the Major Town Centre of Swords, in its recognition that:</p> <ul style="list-style-type: none"><li>• Of critical importance to Swords Pavilions continued significant contribution to the growth of the local economy, employment and retail services provision, and its significant contribution to local rates at circa €2.2M, that Swords Pavilions must remain fully accessible by car, with uninterrupted access to its car parks, and no disruption or inconvenience to its customers, tenants and service vehicles. Otherwise this will critically damage a very successful business and major employer in Fingal.</li><li>• Access to Swords Pavilions is primarily via the R132 Swords Bypass and R106 Malahide Road, on which the main vehicular and pedestrian access points to the Centre are currently located, both of which are critical to the 11m customers and 2.85M vehicles that currently enjoy visits to the centre.</li><li>• Swords Pavilions is ideally located for further compact consolidation of town centre development, being well served along the R132 and Malahide Road, by car, existing bus services and pedestrian facilities.</li><li>• The long term sterilisation of its land, pending the commencement or completion of the construction of Metrolink, or due to poor road design, is not acceptable to Swords Pavilions.</li></ul> | <p>Please refer to response item (4) in relation to TII's support for the continued operation of Swords Pavilions during the construction works. As detailed, traffic management plans for the construction of the MetroLink have been developed to minimise the impact of the scheme on road users, and to maintain access to businesses and other premises.</p> <p>As noted in Appendix A9.5 Scheme Traffic Management Plan, alternative HGV routes within the Swords area have been identified to reduce the volume of traffic that is moving through the works. The promotion of these alternative routes for traffic will form part of the construction traffic management for the scheme and has the potential to decrease congestion by 30%. These movements are designed to improve movements within local areas. These routes will primarily be promoted through a combination of signage including static signage, variable signage and community publicity. While these routes will be encouraged throughout the duration of the construction of the MetroLink project, the analysis presented in Appendix A9.5 Scheme Traffic Management Plan does not utilise these alternative routes, and therefore the impacts presented could be reduced (hence further reducing congestion in the area and therefore improving car access to the shopping centre).</p> <p>During enabling works, construction and operation of MetroLink, Swords Pavilions will remain fully accessible by car. Traffic impacts from construction works will be inevitable, however measures will be implemented to reduce negative effects on customers, staff and residents surrounding Swords Pavilions. The Main Works associated with Swords Central Station and the Pavilions Compound did not progress to the stage 2 assessment, as minimal impacts on the road network are expected. At Malahide Junction, there will be reduced capacity on the eastern arm on approach and exit of the junction, resulting in increases in traffic flow on the other junction arms. Redistributed traffic is primarily visible on local roads to the west of the R132 around Swords Town Centre, resulting in slight delays. Construction works will be developed and phased with the aim of avoiding simultaneous road diversions and / or closures at the four major junctions along the R132 Swords Bypass. As the proposed project alignment travels south and under the Malahide Roundabout, it will be necessary to implement temporary diversions via local alternative routes and closure of the R106 Swords Road and Drynam road during cut and cover works (Section 5.7.10.3, EIAR Chapter 5).</p> <p>Bus services will continue to operate along the R132 during construction. To maintain pedestrian access, the footbridge will be replaced by alternative access across the R132 Swords Bypass by the R132 Connectivity Project. Signalised crossings for pedestrians will also be maintained during construction.</p> <p>Further information on traffic management during construction can be found in EIAR Chapter 5 (MetroLink Construction Phase) and EIAR Appendix A9.5 (Scheme Traffic Management Plan).</p> <p>As noted in response item (4) above, lands at this location will not be sterilised, as MetroLink require the lands for 18-24 months only before returning to Hammerson's ICAV.</p> |  |
| 6                                                                                                                                                                                                 | Section 2.3 Compulsory Purchase Order             | 4        | <p>It is clear that the impact of the proposed CPO on Swords Pavilions and the Pavilions Development Lands, in terms of both the location of the proposed Metrolink construction compounds and their intended use (construction compounds accommodating substantial volumes of heavy construction and goods vehicles), has not been properly assessed or thought through.</p> <p>The proposed CPO for both temporary and permanent land acquisition will most certainly severely, adversely impact the existing vehicular operations of Swords Pavilions Shopping Centre, which is estimated to accommodate c. 2.85M customer vehicles per annum (c. 15,600 per day entering and exiting the car park areas via the R132 and Malahide Road).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Please refer to response item (4) above in relation to land take at this location. TII confirm that the Permanent CPO landtake is the minimum landtake required to build and operate the scheme and that the Temporary CPO lands are only required for the duration of removing the existing pedestrian bridge across the R132, approximately 18-24 months and will not be utilised for managing construction vehicles.</p> <p>Please refer to response item (5) in relation to the impacts on traffic and vehicular movements at this location during the construction works. The proposed mitigation measures are also detailed. Further information on traffic management during construction can be found in EIAR Chapter 5 (MetroLink Construction Phase) and EIAR Appendix A9.5 (Scheme Traffic Management Plan).</p> <p>Impacts of these works were assessed as part of Chapter 11, proposed mitigation measures such as diversions, alternative routes and advance notice will be in place to reduce these impacts identified, and will result in residual impacts that can be classified as negative, slight and short term (Table 11.54 Chapter 11 Population and Land Use).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

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| 7                                                                                                                                                                                                 | Section 2.3 Compulsory Purchase Order | 4        | Swords Pavilions attracts c. 12M customers per annum. The proposed use of the Pavilions lands for the purpose of a construction compound and construction traffic management will inevitably have an adverse impact on customers, footflow and trade, impacting the overall viability of the Shopping Centre which is a significant employment hub. It is likely to raise construction nuisance effects, including noise, dust and health and safety concerns for customers, who may be put off visiting Swords Pavilions and with a consequent adverse impact on trade and viability over the estimated 5 year construction period for Metrolink Swords Central Station.                                                                                                                                                                                                                                                                                      | <p>Please refer to response items (3) to (6), inclusive, in relation to the land take at this location and the associated impacts. As noted in Chapter 11 (Population and Land Use), the potential severance and disruption during the construction works may result in reduced footfall and//or spending. However, mitigation measures such as diversions, alternative routes and advance notice will be in place to reduce these impacts.</p> <p>TII can confirm that their highest priority at all times is to the Health and Safety of all persons directly or indirectly affected by the MetroLink scheme including construction workers, operational staff, business staff and customers, the general public and anyone else that may interact with the scheme.</p> <p>Chapter 13 (Airborne Noise and Vibration) and Chapter 14 (Groundborne Noise and Vibration) detail that noise levels at Swords Pavilions will be 'not significant'.</p> <p>The potential risk from dust emissions has been reviewed for the most important activities and each of the construction areas. Further details on construction methods can be found in Chapter 5 of the EIAR (MetroLink Construction Phase) which contains an overview of the typical activities and methods that are anticipated to be used during construction and commissioning of the proposed Project. In addition, the mitigation measures document in this section should be considered in parallel with the Outline Construction Environmental Management Plan (Appendix A5.1). Before commencing relevant works, an Air Quality Management Plan shall be prepared and submitted for approval to the relevant planning authority. The plan must include all appropriate dust and emissions mitigation measures including for asbestos and aspergillus, applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. The plan will be developed by the contractor and for each worksite shall include:</p> <ul style="list-style-type: none"><li>* An inventory and timetable of activities which may give rise to emissions or dust;</li><li>* Alert levels;</li><li>* Alert system to be used (including notification process);</li><li>* Details of control measures;</li><li>* Details of dust monitoring arrangements, including the location of sensitive receptors, monitoring locations, and monitoring equipment to be used; and</li><li>* Details of the air quality reporting requirements.</li></ul> <p>In order to ensure that no dust nuisance occurs, a series of measures will be implemented, these have been detailed in Appendix A16.4. In summary, the measures which will be implemented will include:</p> <ul style="list-style-type: none"><li>* Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>* Any blasting will be completed by specialised contractors with a specific blasting dust management plan;</li><li>* Liaison with local authorities and community groups;</li><li>* Hoarding will be provided around the construction compounds; and</li><li>* It is anticipated that methods of collecting rainwater and recycling for general site use, will be adopted where practical. Requirements for dewatering installations at deep station and tunnel portals can also provide a valuable source of water for general site use. Strict dust prevention will be in place at all times, to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.</li></ul> |
| 8                                                                                                                                                                                                 | Section 2.3 Compulsory Purchase Order | 4        | It is expected that the proposed CPO will prevent the delivery of c. 786 new homes (which, assuming an average household size of 2.73 3 could house 2,146 persons) in Swords town centre, during the life of at least the next two County Development Plans. It will sterilize the use of the lands pending the Railway Order and CPO approval, contract and construction stages. It may also result in the permanent acquisition and sterilisation of lands at the north and eastern edges of the Pavilions Development Lands. These are all lands that are essential to properly construct and phase the overall Pavilions masterplan development. The viability of the planned development would be jeopardised by any restriction on the number of residential units planned, or where the 'buildability' of the scheme is hindered by the Metrolink CPO. We therefore ask that the CPO of the Pavilions Development Lands be refused by An Bord Pleanála. | Please refer to response item (3) above in relation to land take at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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| 9                                                                                                                                                                                                 | Section 3.3 Pavilions Access                                | 6&7      | <p>The Malahide Road and R132, sharing the access burden for Pavilions, are likely to be significantly impacted by Fingal County Council's R132 Connectivity Project and TII's Metrolink Railway Order. This submission seeks to highlight that the ongoing operational success of Pavilions is and will remain heavily reliant on vehicular access via the R132 left-in left-out access road. It is therefore critical that this access point continue to operate at maximum efficiently for car borne customers and visitors to Pavilions and Swords Town Centre, as well as by Metrolink and associated pedestrian and cycle links.</p> <p>Having regard to all of the above, and noting again that Swords Pavilions attracts 12M footfall and 2.85M vehicles per annum, it is of great concern to our Client that the significant daily footfall and traffic movements through Pavilions, which support its viability and success as a dynamic component of Swords Town Centre, should be duly recognised and protected in any assessment and determination of the Metrolink Railway Order and CPO.</p> | <p>Please refer to response item (5) in relation to the anticipated impacts on traffic during the construction works. The proposed MetroLink works will maintain the left-in-left-out vehicular access to Pavilions from the R132 Swords Bypass. A pedestrian crossing will be provided on this link to maintain pedestrian safety and desire lines.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10                                                                                                                                                                                                | Section 3.4 Future Development Potential at Pavilions Lands | 8        | <p>(1)As discussed further in Section 7 of this submission, none of this existing or planned development has been taken into account in the impact of land take (Metrolink EIAR Chapter 21), which assumes the lands are brownfield, vegetated open land with no significant development potential. Furthermore, the significance of permanent loss or long term sterilisation of potential 'residential development land' is not assessed.</p> <p>(2 ) It is not either considered in Ch30 Cumulative Development, where the extant permission for the R132 access road, the existing permitted outdoor event space, and the</p> <p>(3) significant planning precedent for the redevelopment of the Pavilions expansion lands are not mentioned.</p>                                                                                                                                                                                                                                                                                                                                                       | <p>(1) Chapter 21 Land-Take assesses the impact of the temporary and permanent acquisition of lands at this location. Baseline Ratings &amp; Impact Magnitude was applied to these areas based on the criteria outlined in Section 21.3.5.1 of the Chapter. For the lands in question, a baseline rating of very low and an impact magnitude of medium was applied to the temporary land take areas. The baseline rating was assigned due to its current status as a brownfield site which as per the Chapter has a "significantly greater capacity to accommodate change". The impact magnitude of medium was assigned as it was assessed that the "current use of the property can continue during and after permanent acquisition or temporary acquisition". In relation to the land designated as permanent land-take, this is required to facilitate the demolition of the footbridge across the R132 (noting that any permanent works such as this require TII to specify permanent landtake in order to have the powers to carry out the works). A baseline rating of medium and an impact magnitude of medium was applied. The lands at this location will not be sterilised and as such development potential is considered.</p> <p>(2) For Cumulative Impacts, in relation to extant permissions, F22A/0053 (Permitted outdoor space) was not assessed as it was minor in nature (erection of temporary structures). F08A/1057/E1 (Pavilions Phase 3) - This was not assessed as the granted planning had expired in August 2021. F20A/0180 - This was not assessed cumulatively as it was permission for continuation of use of the access road which is considered in the baseline assessments.</p> <p>(3) The Planning Report that forms part of the Railway Order documentation has taken all of the planning permissions within the MetroLink development area into account.</p> |

| Submission No.                                                                                                                                                                                    |                                                                    |          | 110                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                                                                                          | Section Ref.                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11                                                                                                                                                                                                | Section 4 Fingal County Council R132 Connectivity Project          | 10       | While there is now more shared spaces for multi-modal use, it is expected that the loss of priority for car use will lead to an increase in traffic. This in combination with 60 months of construction works for the Swords Central Metro Station has potential to increase traffic volumes in the area, which will have a negative impact on customer experience. | <p>Please refer to response item (5) in relation to the anticipated impacts on traffic and transport during the construction phase.</p> <p>To clarify, the R132 Connectivity Project already has approval from the Board (Ref JP06F.310145) and is expected to be in place prior to the works associated with MetroLink, and therefore cumulative construction stage impacts will not arise. The traffic management has been designed adopting a hierarchical approach in line with the road user hierarchy identified in the Transport Strategy for the Greater Dublin Area. This prioritises pedestrian, cyclist, public transport and commercial needs provision over private vehicles.</p> <p>Appendix A9.5 provides the Scheme Traffic Management Plan, for which section 5.4 refers to sections along the R132, Malahide Junction to Pinnockhill Junction. While the works through this area will attract additional traffic, the assessments of vehicle movement during the peak construction phase will add a range of between 50 and 125 additional daily movements each way to the existing local traffic flows. The proposed access route to Swords Station to and from the M1 is provided on Figure 5-32.</p> <p>While moderate traffic impacts are anticipated to be managed for the construction of the Swords Station and alignment (Table 5-69), no impact is anticipated when accessing the Pavilions Compound to remove the pedestrian bridge.</p> <p>Prior to implementation, all traffic management measures will be agreed with FCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible.</p> |
| 12                                                                                                                                                                                                | Section 5.2 Retail Strategy for the Greater Dublin Area, 2008-2016 | 11       | Metrolink now replaces the previous Metro North project. It should recognised the role of Pavilions in delivering retail use, as part of Swords town centre, in line with the strategic retail policy position outlined above.                                                                                                                                      | <p>As noted in response item (4), TII fully recognise the importance of the Swords Pavilions Shopping Centre to the local economy and community of Swords, and fully support its operations and future growth ambitions. Please refer to response items (3) to (6) above in relation to the anticipated impacts at this location and the proposed mitigation measures.</p> <p>As noted in Chapter 7 (Consideration of Alternatives), the proposed Project presents an 'Optimised Metro North'. It follows the same alignment as Metro North but includes a number of significant variations such as shorter platforms, smaller stations, reduced rolling stock, fewer stations and vertical alignment changes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13                                                                                                                                                                                                | Section 5.3.2 Landuse Zoning                                       | 12       | There is an objective to prepare a masterplan for the this high density mixed use development at the 'ME' lands, integrated with Swords Metro Stop and multi-modal connectivity with Swords Town Centre (see Barrysparks and Crowcastle Masterplan 2019).                                                                                                           | <p>As noted in the Planning Report, the Masterplan for the Barrysparks and Crowcastle Masterplan was adopted in 2019. The MetroLink project has been designed having regard to the Masterplan and facilitates its objectives.</p> <p>TII have undertaken a full assessment of the planning policy and planning guidelines in the Planning Report that was submitted as part of the Railway Order Application. As planning and policy and strategy are being updated constantly, TII will undertake a further review of planning policy in advance of any oral hearing to allow for an updated presentation on the projects consistency with active policy requirements to be presented to An Bord Pleanála.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



| Submission No.                                                                                                                                                                                    |                                                      |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                                                                                          | Section Ref.                                         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 14                                                                                                                                                                                                | Section 7.1 Overarching Submission                   | 17       | The continued patronage, enjoyment and safety of its customers is of paramount importance to Swords Pavilions. Our Client has significant concerns regarding the proposal to use its lands for a Metrolink construction compound. The likely impact of construction activities within the temporary satellite construction compound on the Swords Pavilions access and car parking facilities is not clearly addressed.                                                                                                                                                                                                                                                                                                                                                                                          | <p>As detailed in response item (5), it is TII's intention for Swords Pavilions will remain accessible and that existing car parks will remain in use during the construction phase of MetroLink.</p> <p>As detailed in response item (11), prior to implementation, all traffic management measures will be agreed with FCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.</p> <p>Other construction stage impacts are addressed in response item (7).</p>                                                                                                                                                                      |
| 15                                                                                                                                                                                                | Section 7.1 Overarching Submission                   | 17       | The continued successful operations at Swords Pavilions, as a significant convenience and comparison retail and employment provider, is also heavily dependent on vehicular access via its left-in, left-out junction with the R132. It is critical that the Metrolink project, at construction or operational stage, does not adversely affect the capacity of the R132 or R106 Malahide Road to reasonably accommodate car borne movement into and out of Swords Pavilions, to the significant inconvenience of Swords Pavilions' existing customers and to the detriment of its future expansion and diversification potential as part of Swords major town centre. The R132 and R106 handle 80% of Swords Pavilions customer travel movements.                                                               | Please refer to response item (5) above in relation to vehicular access to Swords Pavilions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16                                                                                                                                                                                                | Section 7.1 Overarching Submission                   | 17       | This submission also questions the adequacy of the Metrolink assessment of the seventy of impact of the project on land use and land take on Swords Pavilions operating centre and on Pavilions Development Land. This relates to the quantum of Pavilions land to be permanently and temporarily sterilised to facilitate the Metrolink project, particularly where there is any significant delay in commencing and completing the 5 year construction phase for Metrolink Swords Central Station.                                                                                                                                                                                                                                                                                                             | Please refer to response items (3) and (10) in relation to land take at this location. TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17                                                                                                                                                                                                | Section 7.1 Overarching Submission                   | 17       | It would be totally unacceptable to our Client that Metrolink would negatively impact in any way the operational success of Swords Pavilions and undermine the significant investment expended to date to achieve this.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Please refer to response items (3) to (6), inclusive, in relation to the land take at this location and the associated impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 18                                                                                                                                                                                                | Section 7.2 Temporary and Permanent Land Acquisition | 18       | It should be acknowledged that the lands subject of the temporary construction compound area lie within the Swords Pavilions operational area and the Pavilions Development Lands. As previously mentioned, they are subject of an extant permission for a seasonal event space, which provides active use and a revenue stream from the site at key holiday periods not currently. Furthermore, their use for Metrolink construction activities during Swords Pavilions trading hours, will conflict with and negatively impact customer (pedestrian, cycle and vehicular) and deliveries access to Swords Pavilions shopping centre via the R132 and R106 for at least the 5 year Metrolink construction period for Swords Central. This is critical to the continued successful operation of Swords pavilions | <p>Please refer to response items (3) and (10) above in relation to the planning context at this location, and the associated land take.</p> <p>Extant permissions for the event spaces are outside of the temporary land take for the proposed Project and therefore it is not impacted at this location. The impact of the construction phase on the Pavilions Shopping Centre has been assessed in Chapter 11. With mitigation measures proposed such as diversions, alternative routes and advance notice with impacts are reduced to negative, slight, short-term.</p> <p>Please refer to response item (5) and (11) in relation to the anticipated impacts on traffic and transport.</p> |
| 19                                                                                                                                                                                                | Section 7.2 Temporary and Permanent Land Acquisition | 18       | It further ignores the significant and immediate development potential of these lands. Planning precedent for significant mixed use development, including residential use, was established under F08A/1057 (ABP-PL06F. 232710) and has only relatively recently withered. The land remains appropriately zoned for Major Town Centre uses and its redevelopment is anticipated in Fingal County Council's Draft Sustainable Swords Strategy.                                                                                                                                                                                                                                                                                                                                                                    | Please refer to response items (3) and (10) above in relation to the planning context at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                                                                                                    |                                                                                                           |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 20                                                                                                                                                                                                | Section 7.2 Temporary and Permanent Land Acquisition                                                      | 19       | <p>The lands subject of proposed permanent acquisition accommodate existing footpaths, the pedestrian footbridge over the R132 and the Pavilions lands. The loss of these facilities at an early stage of the Metrolink Construction Programme conflicts with and negatively impacts customer access to Swords Pavilions via the R132 and R106, for at least the 5 year Metrolink construction period for Swords Central Station. The impact is reasonably identified as "very significant", but this must also identify the impact on Swords Pavilions.</p> <p>While Condition 5 of the recently withered Pavilions Phase 3 permission required a 10m setback from the western edge of the R132, the Metro North proposal is now replaced with Metrolink Swords Central Station and track alignment located to the east of the R132. On this basis it is not clear why the land aligned along the western edge of the R132 is proposed to be permanently acquired and sterised for use by the Pavilions land owners.</p> | <p>Please refer to response items (5) and (11) in relation to the anticipated impacts on traffic and transport, including impacts on access to Swords Pavilions.</p> <p>In relation to required permanent landtake, as noted in Chapter 5 (MetroLink Construction Phase) &amp; Chapter 21 (Land Take), land will be required permanently to demolish and remove the pedestrian footbridge and connected footways. Lands will not be sterilised as a result of these works and the lands will be reinstated post-construction without the footbridge as existing landscape. TII are happy to continue ongoing discussions in relation to the landtake at this location.</p> |
| 21                                                                                                                                                                                                | Section 7.2 Temporary and Permanent Land Acquisition                                                      | 19       | <p>The permanent acquisition of the lands then similarly takes no account of the aforementioned development potential of the Pavilions Development Lands. It is submitted that the sensitivity rating of the lands is misrepresented, in terms of its failure to address the Pavilions Development Lands mixed use retail, commercial and residential development potential, which exists under the life of the current and next Fingal County Development. The rating and impact assessment should be 'very sensitive' in recognition of their residential development potential and the long term sterilisation of the lands. The permanent acquisition and sterilisation of the Pavilions lands is unacceptable to our Client.</p>                                                                                                                                                                                                                                                                                     | <p>Please refer to response items (3) and (10) in relation to the planning context at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 22                                                                                                                                                                                                | Section 7.2 Temporary and Permanent Land Acquisition                                                      | 19       | <p>In summary, the lands identified for temporary and permanent acquisition by TII to facilitate Metrolink conflict with the existing operations and emerging masterplan design for Pavilions future expansion and development at this location. It is submitted that the sensitivity of the lands to be acquired is misrepresented in the Metrolink EIAR. The removal or severe disruption of an existing active commercial use and the sterilisation of the lands for future redevelopment, pending the commencement and completion of the construction of Metrolink Swords Central station and associated R132 works, is unacceptable to our clients who would seek to have the 'temporary*' construction compound and permanent acquisition of its lands removed from the Metrolink CPO.</p>                                                                                                                                                                                                                          | <p>Please refer to response item (10) in relation to the assessment of landtake in the EIAR. Please refer to response item (3) and (10) in relation to the planning context at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 23                                                                                                                                                                                                | Section 7.3 Commencement and Construction Duration of Swords Central Station and Metrolink R132 Alignment | 24       | <p>While it is stated that the FCC's R132 Connectivity Project and TII's MetroLink project can proceed independently of each other, the assumption of TII is that MetroLink will progress after the R132 Connectivity Project works promoted by Fingal County Council. As the R132 works shown on the Metrolink plans broadly reflect those permitted under the R132 Connectivity Project (with the exception of the omission of the dedicated northbound left turn lane to access Pavilions and the inclusion of a pedestrian and cycle toucan crossing immediate south of the Pavilions access), it is assumed that these works will be undertaken by whichever authority commences its project first.</p> <p>The construction works for Swords Central Station area (from Malahide Road junction to Pinnock Hill junction) are projected to take up to 5 years to complete. However, the commencement and completion dates are not clarified for this section of Metrolink.</p>                                        | <p>The commencement and completion dates of the construction works are not confirmed at this stage of design (preliminary design) and are subject to the granting of the Railway Order. TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.</p> <p>TII are committed to working with FCC around the timing and coordination of the relevant works proposed by both organisations.</p>                                                                                                                                                   |
| 24                                                                                                                                                                                                | Section 7.3 Commencement and Construction Duration of Swords Central Station and Metrolink R132 Alignment | 24       | <p>The standard construction of Swords Central Metrolink station will be 7am to 7pm (Mon-Fri) and 7am to 1pm Saturday. Activities at the temporary construction compound, such as at Pavilions, are identified as being restricted to these standard hours. It is noted that these hours are broadly commensurate with the peak operational hours of Swords Pavilions. It is not clear how construction access and activities within the compound will impact the operation of Pavilions R132 access road, car parking and service areas, or the R106 Malahide Road, so as not to inconvenience customer access and egress from the R132 and/or the R106 Malahide Road. Hindrance to either of the existing Swords Pavilions entrances is unacceptable to our Client, as it would have a significant adverse impact on the success and viability of Swords Pavilions as a going concern and area of future development potential.</p>                                                                                     | <p>During enabling works, construction and operation of MetroLink, Swords Pavilions will remain fully accessible by car. With regards to traffic impacts, please refer to response items (4), (5), (6), (11), and (38).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 25                                                                                                                                                                                                | Section 7.3<br>Commencement and Construction Duration of Swords Central Station and Metrolink R132 Alignment | 24&25    | Furthermore, exceptional construction works outside these hours may include tunnel boring, rock excavation for tunnelling, large concrete pours, dewatering, track laying, M&E fit out, special (abnormal) deliveries, some utilities and roadworks, subject to agreement. It is likely that these construction activities will rely on construction access, to the Swords Central Station main compound, via the R132 and R106. It is not clear how this will impact traffic movement on the R132 and R106 in the evenings and weekends, when Pavilions retail and leisure facilities (e.g. cinema and food offerings) are also in operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Appendix A9.5 Scheme Traffic Management Plan details the two-stage assessment undertaken on the impacts of the temporary traffic management measures during the construction phase. This assessment takes into consideration the duration of the works to determine the potential magnitude of the impact. For works occurring on evenings and weekends, the impact was considered to be slight due to the off-peak timings, and therefore the works were removed from any further assessment and were not deemed to require a Stage 2 Assessment or any further mitigation measures. As the impact of works during peak hours has been assessed, it is considered that off-peak works will have reduced impacts.                                                                                                                                                                                                                                                             |  |
| 26                                                                                                                                                                                                | Section 7.4<br>Development Potential at Pavilions Development Lands                                          | 26       | <p>It is paramount that no part of the submission lands should be sterilized, in order to ensure that these much needed homes could be delivered in the short to medium term (estimated delivery within 3 to 7 years, for potential occupancy by 2026). However, given the time it will take to approve the Metrolink Railway Order and CPO, contract, commence and complete the works, the development potential of the Pavilions Development Lands will likely be sterilised for at least the life of the next Fingal County Development Plan.</p> <p>The entirety of our Client's lands proposed to be acquisitioned by Metrolink are required by Hammerson to make its planned development scheme viable. It would not be plausible to relocate, reduce or limit the number of residential units planned as part of this scheme, as this would jeopardise the viability of the entire mixed use town centre masterplan. The lands to be acquisitioned must be the first phase of any residential development component for a number of legal and operational reasons.</p> <p>We would query why the Pavilions lands are subject of CPO for Metrolink construction, rather than the undeveloped greenfield lands at Barrysparks to the east of the R132, or to the north at Lissenhall. We request that the CPO is removed from the Pavilions Development Lands.</p>                                                                                                                                                                                                                                                                                                                                                               | Please refer to response items (3) and (10) in relation to the planning context at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 27                                                                                                                                                                                                | Section 7.5 Access, Permeability and Connectivity, 7.5.1 Construction Stage                                  | 26&27    | <p>The residual impact is then identified as "negative, slight, short term". There is however little to no discussion of how Pavilions Operational Centre specifically, particularly access to same, will be impacted for the significant duration of the construction period of Metrolink Swords Central Station and R132 route alignment.</p> <p>It is noted that the R132 footbridge is proposed to be demolished and it is assumed this will be included with the early stage Site Enabling Works demolition noted in Figure 10 above. At present, a 120m footbridge over the R132 ensures that pedestrians travelling from east of the R132 can cross the road safely, while also avoiding an impact on R132 / Malahide Road Roundabout vehicular traffic flow.</p> <p>Under the R132 Connectivity Project, Fingal County Council is to replace this footbridge with controlled crossing points at the Malahide Road junction. However, if the R132 Connectivity Project is not complete before the commencement of the Metrolink Swords Central station works, the demolition of the footbridge at early construction stage is likely to give rise to severance for pedestrians and cyclists and adversely affect trading at the Pavilions Shopping Centre during at least the 5 year construction period.</p> <p>We would highlight our Client's concern regarding the likely adverse impact of a significant quantum of heavy construction vehicles entering the R132/R106 junction, on major east-west pedestrian route along the R106, in addition to impacting significantly on Swords Pavilions vehicular traffic and giving rise to potential environmental nuisance factors (noise, dust, health and safety, etc.).</p> | <p>Appendix A9.5 Scheme Traffic Management Plan indicates that the R132 Connectivity Project will be in place prior to the commencement of MetroLink construction works, and as such is considered to make up the baseline receiving environment. A hierarchical approach has been adopted when designing the temporary traffic management measures, with priority given to pedestrian/cyclist, public transport and commercial needs provision over private car usage. This approach would be maintained in the event that the traffic management measures need to be revised if the R132 Connectivity Study was not in place prior to the commencement of MetroLink construction works.</p> <p>Please refer to response items (5) and (11) in relation to the anticipated impacts on traffic and transport, including pedestrians.</p> <p>Please refer to response item (7) in relation to impacts of noise and dust at Swords Pavillion during the construction phase.</p> |  |

| Submission No.                                                                                                                                                                                    |                                                                             |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| 28                                                                                                                                                                                                | Section 7.5 Access, Permeability and Connectivity, 7.5.1 Construction Stage | 27       | For Swords Pavilions Shopping Centre, a key metric will also be to ensure the total number of vehicle kilometres travelled on the local road network do not unreasonably increase, arising from road closures and diversions during construction stage. It seems clear that there will need to be road or lane closures along the R132 and at Malahide Roundabout to facilitate construction, and it is of significant concern to our Client that the impact of this on Pavilions operating centre is made fully transparent. Ongoing and detailed consultation on traffic management will be critical for Pavilions operations during the construction phase.                                                                                                                                                                                                                                                                                                                                                                                                            | Please refer to response items (5) and (11) in relation to the anticipated impacts on traffic and transport.<br><br>TII confirm that the assessment undertaken indicated that a minimal impact is expected in the direct vicinity of the Pavilions Shopping Centre during the course of the main works (See Section 5.4.6.3.2 of Appendix A9.5). Works relating to Malahide Junction will impact on the location with the largest predicted delay being 55 seconds on the R132 Northbound approach (Section 5.4.5.3.1 Appendix A9.5).                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 29                                                                                                                                                                                                | Section 7.5.2 Operational Stage                                             | 27       | <p>The successful operation of Swords Pavilions relies fundamentally upon the ease of access to and availability of car parking to support increased customer 'dwell time' (i.e. period of time to browse and shop) and an easy way to transport multiple or heavy goods home (particularly food shopping). A decrease in dwell time due to inconvenient or convoluted access to customer car parking would significantly adversely impact the operation of Swords Pavilions, as customers will seek a more favourable alternative shopping destination.</p> <p>It is essential that this total quantum of 2,000 spaces is maintained, in order to protect the operational requirements of Swords Pavilions and its current customer shopping experience.</p>                                                                                                                                                                                                                                                                                                             | As presented in Section 5.4 of Appendix A9.5 Scheme Traffic Management Plan, there will be no impact on commercial parking and loading during the construction works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 30                                                                                                                                                                                                | Section 7.5.2 Operational Stage                                             | 27       | It is imperative to the ongoing success of Pavilions, as a recognisable and accessible destination within Swords town centre and the wider catchment area, that its existing physical access by customer and service vehicles, as well as by pedestrians, bicycles and public transport, be maintained and protected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to response items (5) and (11) in relation to the anticipated impacts on traffic and transport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 31                                                                                                                                                                                                | Section 7.5.2 Operational Stage                                             | 27&28    | It is noted that the dedicated left turn lane to this junction (provided in the R132 Connectivity Project) has been removed, necessitating difficult vehicular movement across a bus lane, cycle lane and the toucan pedestrian crossing to access the junction. The reduced vehicular lanes and potential for conflicting movement across the carriageway to access the R132 junction is likely to result in traffic safety and congestion issues arising at Metrolink operational stage. We would submit that the dedicated left turn lane into Pavilions should be reinstated, to reduce potential for traffic conflict.                                                                                                                                                                                                                                                                                                                                                                                                                                               | Please refer to response item (9) in relation to the left-in-left-out access road. The prioritisation of pedestrian and cyclist movements, and public transport needs above private cars is in line with the Road User Hierarchy defined in the Transport Strategy for the Greater Dublin Area. As outlined in Appendix A9.2-N Traffic and Transportation Assessment-Swords Central Station, in the operational phase Swords Central Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usage/trips and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.                                                                                                                                                                                                                      |  |
| 32                                                                                                                                                                                                | Section 7.5.2 Operational Stage                                             | 27&28    | <p>It is also critical that the project design ensures the safest passageway for pedestrians and cyclists to cross the R132 to and from Swords Central Station. We note that the proposed toucan crossing is a Metrolink proposal and was not included in the R132 Connectivity Project. Its current position in the Metrolink drawings makes little sense, on the basis that there is currently no direct pedestrian link to the Pavilions shopping centre from the R132 access road. Pedestrians and cyclists would therefore be better directed towards the approved new pedestrian and cycle crossing facilities at the Malahide Road junction (see R132 Connectivity Project), approximately 170m to the north.</p> <p>Failing that, and in the interests of greater pedestrian and cyclist safety, future connectivity and improved free flow of left turning vehicles into Pavilions, we would submit that an alternative preferred solution would be to reintroduce a pedestrian / cycle bridge over the R132 connecting the Barrysparks and Pavilions lands.</p> | <p>Fingal County Council proposals at modernising the Malahide Junction under the R132 Connectivity Project recently consented is to urbanise the R132 under the Fingal Development Plan 2017-2023 (Draft Development Plan 2023-2029). The proposed Malahide junction modifications when completed will make the existing pedestrian bridge spanning the R132 redundant.</p> <p>MetroLink will remove this bridge to create access for the Works, but as a consequence of the R132 Connectivity upgrade, this bridge will not be required to be reinstated on the completion of MetroLink.</p> <p>In keeping with the Fingal Development Plan and as presented in EIAR Appendix A9.2-N Traffic and Transportation Assessment-Swords Central Station, the proposed pedestrian crossing on the R132 will be located to the north of the station entrance, providing a direct route between the proposed station and the future proposed Pavilions Development Lands.</p> |  |

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| 33                                                                                                                                                                                                | Section 7.6 Transportation Assessment | 28&29    | <p>Understandably great focus is directed to prioritising pedestrians and cyclist movement. However, failure to address Pavilions reliance and need to accommodate into the future its car borne customers is a significant omission from the assessment In this respect we would highlight the following:</p> <ul style="list-style-type: none"><li>• Page 81: Malahide roundabout junction - Swords Pavilions not identified as a key design consideration for traffic generation.</li><li>• Page 86: R132 Corridor interventions - Existing R132 slip road not identified, notwithstanding this is a key access point for Pavilions. This demonstrates a lack of understanding that 80% of Pavilions customer arrive by car and are key to sustaining successful business operations, which in turn is significant to the success of Swords town centre.</li><li>• Page 114: It is stated that by 2030 Metrolink will reduce traffic by 4 to 5% (2,750 cars) and by 2045 between 1 and 3%. However, Pavilions currently handles approx. 53,000 cars per week. Even assuming a 60:40 ratio split between Malahide Road and the R132 slip road, this appears to totally disregard Pavilions operational car levels and how the customers access the site. On this basis, the Metrolink reference to annual average daily traffic is questionable, including only 13,212 cars using the Malahide Road to access Pavilions. Rather, as previously noted in this submission, average daily traffic into the centre in 2019 was 7,842 vehicles, who would then also exit the centre (representing 1% increase on 2018 average day).</li><li>• Page 117; Charts are wrongly labelled and therefore misleading. When labelled correctly the charts would identify that traffic will be up by 13% in 2030 DS+M and up 13% in 2045 on 2018 levels</li><li>• Page 119: Point 5.4.18 states that there will be more pressure on East to West traffic movement on the Malahide Road. This will negatively impact Pavilions operations due to lanes being taken away and the facility to supplement traffic flow via the R132 slip road being eroded due to the designs of R132 and Metro around pedestrian movement and carriageway redesigns.</li><li>• Page 136: Positive gains for pedestrian of 5 mins into the centre walking time identified. However, there is no walking time gains as seen on Page 137 from the Swords Central Metro stop. What is referenced is the walking time gains from the Seatown stop. However, there is very little walking traffic currently from the Seatown area, as its mainly all industrial sites. The reasoning appears flawed.</li><li>• Page 174: It is stated that no cars turn left at Malahide Road Roundabout to head down the Malahide Road to access Pavilions. It should be evident that this is because they have used the R132 slip road to enter the centre. All left turning traffic at the roundabout is then limited to trips to Swords Main Street or Dublin Road. This again highlights the importance of maintaining the performance of the R132 slip road in the smooth running of local transportation links.</li><li>• Page 204: Conclusions: Whereas Sustainable Swords recognises realistically that car trips to Pavilions will remain high notwithstanding the implementation of alternative transport strategy measures, the simplistic, inaccurate and misplaced assumption of the Metrolink transportation assessment is that access to Pavilions will be pedestrian / cyclist driven in the future not cars. Also, while the benefits to the area for both residents and new development is highlighted, there is no mention of the significant current or future Pavilions operations that sustain Swords and its hinterland and which are put at risk by failure to acknowledge the transportation needs of Pavilions.</li></ul> | <p>The page numbers and comments provided do not correlate to those of EIAR Chapter 09 Traffic and Transport, Appendix A9.2 Overall Traffic and Transport Assessment, Appendix A9.2 N Traffic and Transportation Assessment Swords Central Sation or Appendix A9.5 Scheme Traffic Management Plan (which assesses traffic impacts during the construction phase). Additionally, the Opening Year assessed in each of these documents is taken to be 2035, with a Design Year of 2050, and therefore the comments in your submission do not correlate with any of the analysis presented in these documents as part of the EIAR.</p> <p>The page numbers and comments you are referring to have been cross-checked and wholly correlate with the Traffic and Transportation Assessment as part of the R132 Connectivity Project (available at <a href="https://consult.fingal.ie/en/consultation/application-bord-pleanala-fingal-county-council-r132-connectivity-project">https://consult.fingal.ie/en/consultation/application-bord-pleanala-fingal-county-council-r132-connectivity-project</a>). Therefore, these comments are not in relation to the MetroLink transport assessment provided in the Railway Order, and will not be commented on by TII or NTA.</p> <p>In the above-mentioned documents, Swords Pavilions has been recognised as a key trip attractor in the area, and has been used as a key point of origin/destination in much of the analysis, such as demonstrating journey time improvements once the MetroLink is operational. The Project will result in public transport journey time savings of up to 50 minutes from Swords Pavilions to Glasnevin, with up to 30 minute public transport journey time savings between Swords Pavilions and Dublin City Centre locations such as O'Connell Street and St. Stephen's Green. It is predicted that up to 18,500 passengers movements will be facilitated at Swords Central Station over the 12hr period. The origins and destinations of passengers at Swords Central Station is shown in Figure 5.2 and 5.3 of Appendix A9.2N, indicating that a high proportion of passengers will have origins or destinations at Swords Pavilions, and therefore will not be requiring car parking facilities at Swords Pavilions. Car mode share in the zones around Swords Central Station is also anticipated to reduce by 3-4 percentage points, with a corresponding 7 percentage point increase in public transport at this location when MetroLink is operational.</p> <p>As noted in Chapter 06 (MetroLink Operations and Maintenance), the Project has been designed to ensure maximum interchange with other modes of transport, specifically sustainable modes such as public transport, as well as walking and cycling. Therefore, the demand for vehicle trips to and from this area will be reduced by the provision of MetroLink. In overall terms, the Swords Central Station will provide for improvements to the public transport network, resulting in decreases in private car usage/trips, increases in public transport usage/trips and will facilitate walking and cycling to the station without significantly impacting on the operation of the road network in the area.</p> <p>Please refer to response items (5) and (11) in relation to the anticipated impacts on traffic and transport during the construction phase.</p> |  |
| 34                                                                                                                                                                                                | Section 7.7 Cumulative Development    | 29       | <p>None of the Pavilions Shopping Centre operations, R132 access road and event space permissions, or the 'Pavilions Development Lands' development potential is mentioned in the cumulative impacts chapter of the EIAR (Ch. 30). We consider the failure to acknowledge and consider the existing and potential development at Pavilions in EIAR Chapter 30 'Cumulative Development' to be an oversight that should be addressed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| Item No.                                                                                                                                                                                          | Section Ref.         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                  |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                               |
| 35                                                                                                                                                                                                | Section 8 Conclusion | 29       | For 'major town centre' land, in Swords 'Key Town', that will be immediately adjacent to significant construction and operational works related with MetroLink, and where direct land take and traffic impacts are inevitable, it is very concerning to our Client that Swords Pavilions and Pavilions Development Lands receive no direct consideration in respect of the magnitude and duration of effect of the project on its existing operations and future development potential. The project shows no appreciation of the current and future success of Swords Pavilions within its community, or its strategic role as a driver of Swords town and hinterland economy and employment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Please refer to response items (3), (4), (5), (10), and (11) above.                                                                                           |
| 36                                                                                                                                                                                                | Section 8 Conclusion | 29&30    | <p>The principal areas of concern for Pavilions operational centre arising from the proposed Metrolink project primarily include:</p> <ul style="list-style-type: none"><li>• Temporary and Permanent land take.</li><li>• Duration of construction stage and severance to Pavilions Shopping Centre.</li><li>• Traffic Management and Access during construction and operational stages.</li><li>• Impact on future significant development potential, including prevention of delivery of 786 homes (for c.2,146 residents) within the next 3 to 7 years.</li></ul> <p>It is evident from the review of the current planning context that the Swords Pavilions plays a critical role in the realisation of Fingal County Council's aspirations for Swords and its wider catchment aspirations for Swords. These aspirations align with the current stated objectives at the Regional level, where Swords is identified as a Key Town in the Metropolitan Area. This is not reflected in consideration of the significance of the Metrolink project impact on successful operations of Pavilions Shopping Centre, in particular in respect of land take, construction, access, development potential and cumulative development</p> | Thank you for sharing your observations related to the MetroLink project. TII have provided responses to the observations raised in the response items above. |



| Submission No.                                                                                                                                                                                    |                      |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                                                                            |                      |          | Hammerson ICAV (represented by Stephen Little & Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                                                                          | Section Ref.         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 37                                                                                                                                                                                                | Section 8 Conclusion | 30       | <p>It is clear that the impact of the proposed CPO on Swords Pavilions and the Pavilions Development Lands, in terms of both the location of the proposed Metrolink construction compounds and their intended use (construction compounds accommodating substantial volumes of heavy construction and goods vehicles), has not been properly assessed or thought through.</p>                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII do not agree that the potential impacts of the construction works has not be properly assessed or thought through.</p> <p>EIAR Chapter 21 (Land Take) assesses the impact of the temporary and permanent acquisition of lands. The land take impacts at this location are summarised at Item 10 above.</p> <p>EIAR Chapter 7 (Description of the Alternatives) outlines the evolution of the proposed Project and of how alternatives to the alignment, station locations/layout and construction methods have been considered and assessed. This process of assessment and refinement of the route and station layouts has largely determined the proposed requirements for permanent land take. Temporary land take 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 EIAR Chapter 7 (Description of the Alternatives).</p> <p>Construction compounds have been located in proximity to the required working areas to ensure the maximum efficiency of the Construction Phase works and to minimise potential environmental effects. In the case of the Pavilions Compound this is required to remove the existing footbridge across the R132, minimising impact to existing landscape and no other alternative is available. The rationale for this compound was an area of open accessible space for construction activities adjacent to the Pedestrian Bridge to be removed.</p> <p>The location of the Swords Central Main Construction Compound was the only feasible option and is located in current undeveloped grassland area. The compound size has been reduced at Landowner request to current minimum size required to manage works in this area. The rationale was that the construction area has to be located immediately by the station, and no other alternative has been considered.</p> <p>Construction impacts (traffic, noise and vibration, air quality and dust, etc.) within the construction compounds will be controlled and managed in accordance with the Construction Environmental Management Plan (CEMP) and will be kept to a minimum. The EIAR (Chapter 9 to Chapter 31) fully details all impacts, mitigation techniques and the types of measures to be employed to minimise the impacts generated by the proposed Project during the Construction Phase (including due to site establishment of construction compounds).</p> |
| 38                                                                                                                                                                                                | Section 8 Conclusion | 30       | <p>The proposed CPO for both temporary and permanent land acquisition will most certainly severely, adversely impact the existing vehicular operations of Swords Pavilions Shopping Centre, which is estimated to accommodate c. 2.85M customer vehicles per annum (c. 7,800 per day entering and exiting the car park areas / 15,600 vehicle journeys via the R132 and Malahide Road). While the future development of Pavilions can also facilitate the enhancement of pedestrian and cycle connectivity, where possible, its existing and future development will continue to rely heavily on vehicular access for car borne customers via the R132 left-in left-out road and the Malahide Road, for its existing and future operational success and development.</p> | <p>Please refer to response items (3), (4), (5), (6), (9), (10) and (32) in relation to the associated landtake at this location and the impacts on all modes of transport.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 39                                                                                                                                                                                                | Section 8 Conclusion | 30       | <p>The proposed use of the Pavilions lands for the purpose of a construction compound and construction traffic management will inevitably have an adverse impact on customers, footflow and trade, impacting the overall viability of the Shopping Centre which is a significant employment hub. It is likely to raise construction nuisance effects, including noise, dust and health and safety concerns for customers, who may be put off visiting Pavilions and with a consequent adverse impact on trade and viability over the estimated 5 year construction period for Metrolink Swords Central Station.</p>                                                                                                                                                      | <p>Please refer to response items (3) to (6) above in relation to the anticipated impacts of the construction works at this location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Submission No.                                                                                                                                                                                    |                      |          | 110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                          |
| Organisation Name or Name of Submitter                                                                                                                                                            |                      |          | Hammerson ICAV (represented by Stephen Little & Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                          |
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| Item No.                                                                                                                                                                                          | Section Ref.         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                             |
| Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                          |
| 40                                                                                                                                                                                                | Section 8 Conclusion | 30       | <p>Part of the attraction of Pavilions is that it is highly accessible locally by car, bus, foot and bicycle, and in the future by BusConnects and Metrolink. Pavilions is therefore ideally located for further compact consolidation of town centre development. Hammerson can confirm that considerable resources and expenditure have been spent to date in preparation for the delivery of a mixed use town masterplan with critical residential component (c.786 new dwellings, which assuming an average household size of 2.737 could house 2,146 persons) on the specific site which is the subject of the Metrolink CPO. The timeline from Pavilions project commencement to delivery of residential accommodation on site is on average 3 to 7 years, or by approximately 2026. However, pending the completion of Railway Order and CPO approval, contract and construction stages, the Metrolink CPO would sterilise the land for the period of at least the next Fingal County Development Plan, thus jeopardising the Pavilions potential to deliver urgently needed houses to Swords.</p> <p>It may also result in the permanent acquisition and sterilisation of lands at the north and eastern edges of the Pavilions Development Lands. These are all lands that are essential to properly construct and phase the overall Pavilions masterplan development. The viability of the planned development would be jeopardised by any restriction on the number of residential units planned, or where the 'buildability' of the scheme is hindered by the Metrolink CPO. It is not clear why the Pavilions lands to the west of the R132 are required to accommodate the construction of the proposed Metrolink project at greenfield undeveloped lands to the east of the R132. We therefore ask that the CPO of the Pavilions Development Lands be refused by An Bord Pleanála.</p> | <p>Thank you for sharing your concerns related to the land sterilisation. TII have reviewed your concerns and provided responses above at Items (3) to (6) and (10).</p> |

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| Organisation Name or Name of Submitter                                                   |                                        |          | Hampstead Residents CLG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                 | Section Ref.                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                                                                                        | Independent Engineering Expert Service | 3 and 4  | <p>In relation to the current Metrolink project, Local Residents Associations (e.g.: -GADRA) requested Independent Engineering Expert Advice at the initiation of the Metrolink Project, however TII/NTA (Transport Infrastructure Ireland and National Transport Authority) did not act! Eventually TII/NTA provided Independent Expert service (RINA). However this expert advice was provided late in the project cycle! This delayed decision by TII/NTA, fundamentally limited the service's usefulness to residents.</p> <p>Additionally, it appears that the 'terms of reference' was provided to RINA exclusively by TII/NTA. Shockingly the public/residents/stakeholders (for whom the service is for) had absolutely no part in developing the terms of reference. This 'anti-inclusive' approach by TII/NTA resulted in the 'Independent expert' advice (when it was eventually provided) -being restricted and limited. Frustratingly, this experience of 'anti-inclusiveness' by our residents persisted throughout the process, and seems to be a mainstay approach by TII/NTA.</p> | <p>Thank you for your submission and for sharing your observations with regards to the MetroLink project to which we have responded below.</p> <p>As presented in the EIAR Chapter 8 (Consultation), in order to ensure the protection of the residential amenities and commercial operations along the proposed route TII have implemented a number of measures to assist residents and business owners during the pre-planning and construction period of the proposed Project, including appointment of an Independent Engineering Expert for the MetroLink Project.</p> <p>Access to the Independent Expert was provided in September 2021, following the appointment of RINA. This appointment coincided with the completion of the preliminary design and was the most appropriate time for the Independent Expert to begin their review of the MetroLink Preliminary Design proposals.</p> <p>Stakeholder groups who may be affected by the construction and/or operation of the proposed Project have been invited to avail of independent engineering advice from the IEE in order to better understand the potential impacts of the project's design and the reasons behind any design decisions along the proposed alignment. All resident groups on the route were invited to meet with RINA and there has been a strong take up of the invitation.</p> <p>The appointment of the IEE provides a key step in ensuring the independent explanation of the design and its impacts to stakeholder groups. RINA have provided clear information and advice and an understanding of the design, to enable the stakeholder groups to submit an observation to the Board. The IEE has sought additional information from TII following its meetings with the groups and this information has been promptly furnished to them.</p> <p>The appointment of an Independent Engineer to provide advice and guidance to residents groups has been broadly welcomed by Residents Groups route wide. Whilst TII fund the Independent Engineer they act in dependently in accordance with thier scope of works which can be accessed via the following link <a href="https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/">https://www.metrolink.ie/en/your-property/independent-engineering-expert-rina/</a>.</p> <p>The terms of reference for the Independent Engineer confirm the following "It is imperative that the independent Expert understands that its role is to provide independent, impartial, and objective analysis of the documents provided by the Client.</p> <p>In the administration of thier contract TII have not acted in anyway to affect the independent reporting of RINA and believe this is refected in thier final report which provides a fair and reasonable representation Stakeholder Concerns and thier own indepedent view any technical shortcomings of the scheme and the overall EIAR.</p> |

| Submission No.                                                                           |                                        |          | 111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| Item No.                                                                                 | Section Ref.                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 2                                                                                        | Independent Engineering Expert Service | 4        | R.O. Condition - Request 1:<br>- Notwithstanding the damage that has already has been done in relation to our residents confidence and trust in TII/NTA and its agents, we ask that Independent expert advice must be made available to residents and stakeholders, during ALL the upcoming phases of the Metrolink project (enabling works, construction and commissioning). An appropriate government dept should be the sponsor, and definitely NOT the TII/NTA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>The services of the Independent Engineering Expert (RINA) are due to be concluded on completion of the Railway Order process (expected in 2024). The continuation of provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p> <p>The EIAR Chapter 5, MetroLink Construction Phase, Section 5.12.4.5 sets out TII Plans for Community and Engagement during the Construction Phase. A Stakeholder and Community Engagement Plan has been developed which has guided the frequency and means of communication to date. The proposed Project will continue to progress community engagement by:</p> <ul style="list-style-type: none"><li>• Regularly reviewing and updating stakeholder and community engagement plans;</li><li>• Actively maintaining partnerships and design focus groups established with the community; and</li><li>• Communicating in a timely and open manner.</li></ul> <p>TII and its appointed contractor(s) will ensure that local residents, occupiers, businesses, local authorities and all other stakeholders affected by the proposed construction works, as outlined in the EIAR, will be informed in advance of work taking place. The notifications will detail the estimated duration of the works, the working hours and the nature of the works. In the case of works required in response to an emergency, the local authority, local residents and businesses will be advised as soon as reasonably practicable. All notifications will include a local helpline number. In addition, information on the works will also be available on the proposed Project website. TII will further develop the Community Engagement Plan to encompass the construction and operational phases of MetroLink.</p> |  |
| 3                                                                                        | Consultation' process                  | 4        | As per TII/NTA recently published 'Introduction letter', and EIAR from the Railway Order application. TII/NTA states "Public participation has been an integral part of Metro Link from the outset" "The consultation of the public and stakeholders ensured the views of various groups, individuals and stakeholders were taken into consideration throughout the development of Metro Link"... "To ensure that the design of Metro Link has been undertaken having regard to the consultation responses received." etc..<br>Sadly despite this 'theatrical' public rhetoric, the residents of Hampstead Avenue, and many nearby Residents Associations have NOT had such an 'open and inclusive Consultation' experience with TII/NTA and were in general NOT made feel integral to the above mentioned process.                                                                                                                                                                                                                                                                                                                                              | <p>TII have undertaken extensive consultation across the route of MetroLink and has listened carefully to the concerns of stakeholders and the community, as documented by EIAR Chapter 8, Consultation, as well as undertaking a detailed and an extensive Environmental Impact Assessment that identifies and addresses environmental concerns as evidenced by the submitted EIAR, including proposed mitigations to reduce environmental impacts, that accompanies the MetroLink RO application.</p> <p>Consultations took place with residential property/landowners and resident associations in particular which are affected by the proposed Project. Since 2018, members of the MetroLink Engineering and Environment team have continuously engaged with landowners, residential property owners and resident associations potentially affected by the proposed Project. A summary of the main concerns raised at these meetings can be found in Table 8.4 of the EIAR Chapter 8. Two meetings with Hampstead Residents Group representatives took place in 11/11/2021 and 22/03/2021, as presented in Appendix A8.19 of the EIAR Report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 4                                                                                        | Consultation' process                  | 5        | The issues raised during this public consultation (from March 26th 2019 to May 21st 2019) having been considered as part of the final PR (Preferred Route) and formed the basis of the design. In this process, and as a consequence of lobbying on the part of the wider GAA community and others, the Metrolink station location originally proposed in Na Fianna GAA grounds (on St Mobhi Road) was moved south to Griffith Park. Note: -many of these respondents were living and based in different counties across the country! As a direct consequence of this station being moved (and only 2 days before closure of consultation) there emerged from TII/NTA 'a hand drawn sketch' of a proposed intervention shaft for Albert College Park. This was the first time our residents heard of a planned intervention shaft in the Park, and absolutely NO consultation took place on this decision! An extension was formally requested by our Residents Associations, in order that basic and reasonable consultation on this proposed new structure could happen. Astonishingly, this very reasonable request by our residents, was refused by TII/NTA. | <p>During the Preferred Route public consultation in 2019 more information was requested on the proposed intervention shaft at Albert College Park. Subsequently, a specific Albert College Park Local Area Consultation was initiated in early 2020 to explain in more detail the function and need for the intervention shaft at this location. The Consultation Report can be found in the EIAR Appendix A8.16. The local area consultation process is detailed in the EIAR Chapter 8 (Consultation), Section 8.7.</p> <p>An extention was not granted as TII considered the configuration appearance and rational for the intervention shaft could be further explained in consultation with residents from the concuision of the second non statutory public consulation (March 2019 and the submission of the Railway Order in September 2023.])</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |

| Submission No.                                                                           |                       |          | 111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5                                                                                        | Consultation' process | 5        | <p>Additional to the above, the original twin tunnel alignments suddenly changed to a single bore tunnel. We see no clear information in the Metrolink published documentation outlining exactly why this decision was made. This is unbelievable stuff!</p> <p>The decision by TII/NTA of including the Albert College Intervention shaft emerged as a 'final decision'. Absolutely No consultation, discussion, investigations of other potential options were advanced by TII/NTA to our local residents, or representatives.</p> | <p>While fully recognising that matters of concern have been raised through the consultation process in 2019 and 2020, TII strongly disagree with any suggestion that these matters have not been addressed in advance of the submission of the Railway Order. The process of the preliminary design, together with the proposed construction arrangements upon which the EIAR for the RO is based have incorporated feedback, where appropriate, from the consultation process undertaken in 2019 and 2020.</p> <p>The timings and the decision to change from Twin to Single Bore tunnel are set out in EIAR Chapter 8 Consultation, Section 8.4.5 How Public Participation has Informed and Influenced the Project Development Process. See also response (7) below for further details on Single v Twin Bore tunnel.</p> <p>Following a review of the EPR and the issues raised during the EPR Consultation, the Preferred Route (PR) was determined. The purpose of this Preferred Route consultation was to present the Preferred Route and the key changes that were implemented following the consideration of feedback received during the consultation for the EPR, and to receive further feedback from the public on the design development.</p> <p>Beside the distribution of the PR Public Consultation Report, the PR consultation process included: the issuance of a stakeholder email to public representatives and stakeholders who had made a submission to the previous consultation and/or registered their interest in the proposed Project (please refer to EIAR Appendix A8.8), the placement of newspaper advertisements in national and regional newspapers (please refer to EIAR Appendix A8.9), the distribution of flyers with details of the information events, a map of the route and how to make a submission (please refer to EIAR Appendix A8.10), submission forms in both Irish and English language (please refer to the EIAR Appendix A8.12).</p> <p>Five public consultation events were held so that local communities and stakeholders from all areas along the route could participate. Feedback provided to the Project Team during all consultations held for the MetroLink project has added to the knowledge of the Project Team and has informed the decision-making and design processes for the final proposed Project design now being submitted for RO.</p> <p>The PR Public Consultation Document detailed the background to the proposed Project and a station-by-station description of the PR. The document was available to download from the project website and hard copies were provided to attendees at the events. A copy of the Public Consultation Report can be found in EIAR Appendix A8.11. Section 5.3 of the Public Consultation Report included a description of the two tunnel options and the rationale for decision to proceed with the with the single bore tunnel. In addition, section 5.4 of the PR Consultation report included the safety considerations for the Single Bore Tunnel option. With regards to Albert College Intervention shaft, please refer to Section 7.11. Griffith Park of the PR Consultation Report.</p> <p>The PR consultation process is detailed in the EIAR Chapter 8 (Consultation), Section 8.6.</p> |

| Submission No.                                                                           |                                                                |          | 111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 6                                                                                        | Consultation' process - Albert College Park Intervention Shaft | 5 to 11  | <p>The 'Albert College Park Intervention Shaft Local Area Consultation' was launched by TII on February 12th 2020 and ran for four weeks until March 11th 2020. An Info-leaflet/feedback form including colourful drawings/'artistic impressions' of the proposed intervention shaft plus a freepost envelope, were delivered to approximately 4,250 local residents' homes (4250 homes - as per the TII/NTA). We were also told that these leaflets were delivered in the area surrounding Albert College Park. We, (or our residents association) were not informed of the actual leaflet distribution spread -on a map. In these delivered leaflets. ..residents were asked questions ONLY about the aesthetics/appearance, park amenity (construction phase) etc. of the proposed Intervention shaft and NOT about any other potential options or ideas. We strongly believe that this process was a total 'paper exercise' , misleading , a sham, a waste of tax payers money, an insult to residents intellect, and certainly does not even get close to the meaning of the word Consultation!</p> <p>We are astonished that TII/NTA thus far, have not held open and fair discussion /consultation in relation to this proposal and perhaps other ideas.</p> <p>In Summary: A station would fulfil all of the safety criteria of the shaft, and would meet the zoning requirements, and would benefit the local area. Additionally we believe there is a clear and distinct lack of future planning here. e.g.:- If this 'proposed shaft' was made a station for future use. There is a precedent! - it could act in the manner of Dardistown to remain inactive until these sites are developed.</p> | <p>As stated in Section 8.7.2.2 of the EIAR Chapter 8 (Consultation), the Albert College Park Local Area Consultation brochure was delivered to approximately 4,250 local residents' homes surrounding Albert College Park. 300 brochures were delivered to local libraries, council offices and local public representatives for display purposes. In addition, an email was sent to 216 public representatives and 6,140 stakeholders who signed up for project updates and thus notifying them of the consultation on the Albert College Park Intervention Shaft.</p> <p>Details of the 'Albert Collge Park Public Consultation 2020' can be found at <a href="https://www.metrolink.ie/en/consultations/albert-college-park-public-consultation-2020/">https://www.metrolink.ie/en/consultations/albert-college-park-public-consultation-2020/</a>, including 'The Albert College Park Tunnel Intervention Shaft Report', which provided more information on the purpose of the shaft.</p> <p>The EIAR Appendix A8.16, Report on the ACP Tunnel Intervention Shaft, explains the need for the tunnel intervention shaft and the rational for its proposed location in the south-western corner of the Albert College Park. The report includes a description of the surface features associated to the tunnel intervention shaft, an explanation of its function, a description of the typical construction methodology and the likely environmental impacts during and post construction.</p> <p>At the PR consultation stage the details of the proposal were not at the level of detail to undertake an EIAR, and the subsequent development of the design to preliminary stage has formed the basis of the EIAR assessment for the RO, noting that the preliminary design was developed with input feedback gathered during the consultations in 2019 and 2020.</p> <p>The requirement for an intervention shaft is a function of the distance between Collins Avenue and Griffith Park stations. It is also noted that this submission proposes that a station is located at this site. Such a proposal would bring with it a greater potential environmental impact during the construction phase to be managed, and therefore many of the observations (objections) to Albert College Park Shaft would apply to a station if constructed at this location.</p>                                                                              |
| 7                                                                                        | Consultation process                                           | 12       | <p>R.O. Condition REQUEST 2:</p> <p>- We call on the Inspector to instruct TII/NTA to adhere to the meaning of Consultation. Instruct TII/NTA to formally and openly investigate other potential options other than an Intervention/ventilation shaft for Albert College Park. All respective residents and stakeholders opinions should be part of this process equally and fairly. This should happen using up to date data such as current foot-fall statistics, journey modelling and future proof -projections. We strongly believe this should promptly happen and obviously prior to the Railway Order process advancing any further.</p> <p>- Additionally we ask the Inspector to request detailed information relating to the decision by TII/NTA of changing the proposed Metrolink tunnels from twin bore to single bore. This information should be made public. It has been requested by our residents association some time ago....Sadly, so far we have not attained an answer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>TII would reiterate that adequate consultation has been undertaken and that there is no need to revisit the rationale for the location of the ventilation shaft in Albert College Park as the benefits have been clearly demonstrated in the EIAR. Similarly, there is no need to revisit footfall, journey modelling and future projections as these have been presented in the EIAR and incorporated into the Preliminary Design. With regard to the specific points raised, please see below.</p> <p><u>Albert College Park (ACP) Intervention Shaft Consultation</u></p> <p>The Public Consultation Document for the Preferred Route, published as part of the public consultation held in March 2019, included reference to an intervention shaft required in Albert College Park (ACP), with the location indicated in Section 10, Appendix B, Sheet 15 ACP Intervention &amp; Ventilation Shaft. However, feedback was received following the PR consultation in 2019 that there was not sufficient information provided on the intervention shaft at ACP. TII thus subsequently held a Local Area consultation solely on the intervention shaft at ACP for 4 weeks in early 2020. This was supported by a detailed report explaining the rationale and construction and operational requirements for the shaft - see the EIAR Appendix A8.16. The main topics raised during this consultation related to aesthetics, environment, amenities, and parking. Please refer to the EIAR Chapter 8, Diagram 8.10 and Appendix A8.14 and A8.15 for further details. TII would therefore contest that they have not undertaken sufficient consultation or withheld information as suggested by the observation made.</p> <p>The design for the Albert College Park Intervention Shaft has been developed having regard to the submissions received and further discussions with Dublin Fire Brigade and other stakeholders with the site layout and the landscaping also developed to mitigate the visual impact. The size of the facility has been designed to accommodate the necessary ventilation facilities and access to the tunnels; to provide space for maintenance vehicles; and emergency vehicles space adjacent to the building entry point as required by Dublin Fire Brigade. Summary information is provided in EIAR Chapter 4, Section 4.17.5 Albert College Park Intervention Shaft with full details in EIAR Appendix A8.16.</p> |



| Submission No.                                                                           |              |          | 111                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                                                                                          |              |          |                         | <p>The EIAR Chapter 7 Consideration of Alternatives, section 7.7.11.1 explains the location options that were considered for the Intervention Shaft before determining that the south-west corner of Albert College Park was the preferred solution.</p> <p>Single v Twin Bore<br/>The EIAR provides the rationale and benefits of a single bore tunnel.</p> <p>A detailed comparative analysis of single versus twin bore tunnel has been undertaken, that has included consultation with Barcelona Metro that currently successfully operates a single bore configuration. EIAR Chapter 7, section 7.7.2.2.1 Overall Conclusions, notes that this analysis identified that a single bore tunnel option offered significant benefits for the proposed Project when compared to the twin bore solution that was considered at the Emerging Preferred Route (EPR) stage. These benefits include:</p> <p>Passenger Evacuation and Incident Management Benefits</p> <ul style="list-style-type: none"><li>• The single bore configuration enables faster passenger evacuation from the ends of the train directly onto tracks, rather than more challenging lateral evacuation on to an elevated walkway along the sides of the tunnel required for a twin bore configuration.</li><li>• The single bore provides increased space for emergency services access and working space adjacent to a train in the tunnel.</li><li>• Conditions can be created within a larger single bore diameter tunnel that facilitates smoke stratification at a high level in the bore for a longer period of time when compared to that in a twin bore configuration. Therefore, the single bore configuration facilitates enhanced evacuation conditions for passengers and provides better tunnel visibility during fire events when compared to the twin bore solution.</li><li>• The single bore configuration offers a more flexible system throughout the life cycle of the asset in that it allows operational adjustments such as additional track crossovers without the need to build new infrastructure / tunnels.</li></ul> <p>Programme and Cost Benefits - A single bore tunnel can be constructed at lower cost and quicker than a twin bore configuration due to:</p> <ul style="list-style-type: none"><li>• The overall reduced volume of structure to be constructed i.e. twin bore tunnels will require more concrete and steel, and an overall greater volume of excavation.</li><li>• Not only can the single bore tunnel itself be constructed more quickly, and hence reduce the construction programme as less overall volume of material needs to be excavated, but also there is no requirement for cross-passages, which are slow to construct and need to be mined as separate construction activities after the main tunnel has been built, adding time to the programme and a complex activity dependency to be managed..</li><li>• There is no requirement to construct extra mined/cut &amp; cover sections required to accommodate track crossovers since these can be accommodated in the single bore tunnel, that the twin-bore cannot accommodate.</li></ul> <p>(It is recognised that the single bore configuration unlike the twin bore arrangement means there is a need for intervention shafts where the distance between stations is greater than 1000m. This only occurs at one location on the Project between Griffith Park and Collins Avenue stations and overall is offset by the benefits listed.)</p> <ul style="list-style-type: none"><li>• As there is only one TBM to drive or pull through stations under construction, the station programme durations are reduced together with schedule interface risks with other programme critical construction activities.</li></ul> <p>Environmental Benefits</p> <ul style="list-style-type: none"><li>• The reduction in excavation means spoil quantities, handling and disposal is reduced and hence traffic on the roads and the follow on volume of land fill disposal is reduced.</li><li>• The reduction in concrete and steel that will be used to manufacture the tunnel lining precast segments will be reduced for a single bore tunnel and will therefore reduce the traffic on the roads.</li><li>• There is an overall reduced environmental impact since the construction programme is quicker, less materials are needed for construction (reduced use of natural resources and traffic to transport materials to site), less excavation (spoil disposal volumes are reduced resulting in less traffic on the roads and reduced landfill), and an overall reduction in embedded carbon as a result of the reduced volume of material (steel and concrete) required compared to a twin bore configuration.</li></ul> |

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| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8                                                                                        | In respect to the EIAR - Noise and Vibration | 12 to 15 | <p>In respect to the TII/NTA published EIAR Vol 3 ENV Baseline noise and vibration, and with particular reference to geographical sections in "Albert College Park" (Section AZ4 assessment zones) Unattended Location Daytime locations UT31 and UT32 (Table 13.30) - These assessment zone locations are not in or next to Albert College Park. Thus there are NO baseline monitoring points which cover adequately the Hampstead Avenue receptors.</p> <p>So in summary:- there appears to be NO baseline noise data in the EIAR, for the entire length of Hampstead Avenue. ..even though the TII/NTA propose that Hampstead Avenue will be within meters of one of the biggest excavations and construction sites on the entire Metrolink line.</p> <p>We find this absence of baseline noise locations, near sensitive receptors, absolutely unbelievable! It is our opinion any serious Noise and Vibration study must have continuous sampling taken over a prolonged time period (e.g., 7 days) and on a 24x7 basis. There should be several sampling sites and they must be positioned close to local noise sensitive receptors ...i.e.:- residents houses located on Hampstead Avenue!</p> | <p>The baseline noise readings are suitable and sufficient. Please refer to Figure 13.1 (Sheet 5 of 7) of the EIAR where all baseline monitoring locations are identified. We have a number of both attended and unattended monitoring locations in this area that gives us an excellent understanding of the current baseline noise environment in the area. This includes monitoring point AT64 at the junction of the Ballymun road and Hampstead Avenue, very close the nearest noise receptor on Hampstead Avenue.</p> <p>The assessments combine both MetroLink baselines with baseline data included in published noise mapping. As presented in Section 13.3.1.1 of the EIAR Chapter 13 (Airborne Noise &amp; Vibration), the publicly available baseline data included published noise mapping studies undertaken by CIE, TII and DAA which feed into the strategic noise mapping requirements of the Environmental Noise Regulations (S.I. 549 / 2018), based on noise modelled data from 2016. These are published and available via the EPA geo portal for Noise Maps Round 3 (2016) (<a href="https://gis.epa.ie/EPAMaps/">https://gis.epa.ie/EPAMaps/</a>). The modelled noise maps include existing sources of major rail, road and aircraft noise within the Dublin Agglomeration area. Since the road traffic along the surrounding road network is the dominant noise source noted across Albert College Park study area, this information provided a useful high-level overview of noise levels in the Albert College Park area.</p> <p>Baseline noise surveys have been conducted at locations representative of the nearest noise sensitive areas which have the potential to be impacted by construction works and/or those likely to be impacted during the operational phase. Baseline noise measurements were made over both long-term (unattended measurements, typically one week in duration) and short-term periods (attended day-time measurements) to supplement the long-term surveys to inform the assessment.</p> <p>Several noise sensitive locations (NSLs) along the Hampstead Avenue (including residential dwellings such as 1-4 Hampstead Avenue, 5-8 Hampstead Avenue, 9-10 Hampstead Avenue, 11-14 Hampstead Avenue, 15-18 Hampstead Avenue), located in the vicinity of Albert College Park compound working areas, have been modelled. These construction noise receiver locations are displayed in EIAR Figure 13.2 (Sheet 19) while the full suite of calculation results are given in Appendix 13.7 Construction Phase Modelling to the EIAR.</p> <p>Additionally, as part of the Construction Noise and Vibration Management Plan prepared by the Contractor (please refer to EIAR Appendix A5.1 Outline CEMP), a baseline noise study will be undertaken prior to the commencement of construction works to characterise the prevailing noise environment at impacted noise sensitive locations (NSLs).</p> |
| 9                                                                                        | In respect to the EIAR - Noise and Vibration | 15       | <p>R.O. condition REQUEST 3:</p> <p>- It is our opinion the baseline noise environment monitoring readings for Albert College park/Hampstead Avenue are incomplete/missing/fundamentally flawed. Based on this we have NO confidence in the EIAR presented noise and vibration study.</p> <p>- We request that the Inspector instructs that this study must be seriously reviewed/examined and performed again to provide valid and accurate empirical data. We strongly believe this condition s/b imposed as a condition of the Railway Order.</p> <p>- We request that the inspector places a condition in the R.O., that proposed excavation/construction in Albert College Park is a 'dark &amp; quiet' site at night.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The noise assessment process is not flawed and does not need review, please refer to response (8). No condition is required as the RO already includes for further baselining prior to construction.</p> <p>With regard to nighttime working, MetroLink have already considered the receiving environment and will implement measures to mitigate nighttime noise.</p> <p>The EIAR Chapter 13, Airborne Noise &amp; Vibration, Table 13.60 identifies the activities that will have an impact locally, with the mitigation measures proposed detailed in Section 13.6.1 and specifically for night-time works will require all fixed items of plant to be enclosed. It is proposed that during SCL night-time support works, an acoustically clad steel framed building will be used within the compound to control airborne noise breakout to surrounding sensitive properties. Refer to Outline CEMP Table 6.2 "Noise and Vibration Measures - Topic: Acoustic Barriers ANV8".</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| 10                                                                                       | In respect to the EIAR - Noise and Vibration | 16       | <p>R.O. condition REQUEST 4:</p> <p>- We request the Inspector ensures ALL respective residents must also be included in the above described 'report sharing system'. We strongly believe that in respect to mitigation for noise/dust/vibration etc...the paramount mitigation MUST be operational control (hours and periods). Attenuation targets, should aim to go far below 'significant thresholds', and in sympathy with proper baseline noise measurements. Deliveries, traffic movement, etc. should be contained to working hours. It's critical that proper baseline measurements for All times of the day/week should be established. Calibrated and maintained Sensors s/b put in place (permanently -during construction phase) close to sensitive residential zones on Hampstead Avenue, to monitor noise, vibration, light, dust (air) etc. The above mentioned 'alert system' and live data from these sensors should also be made public ...or be freely available to selected residents representatives or independent experts (that the public can access).</p> <p>- An appropriate penalty scheme should be in place in order to ensure contractors proper adherence.</p> <p>- An appropriate fund should be 'ring fenced'... To finance (for example) cleaning of affected residents properties/windows from dust contamination, insulation from noise, cleaning roads, etc. These actions should be included in the Construction Environmental Management Plan (CEMP).</p> <p>- We ask the Inspector that all these conditions s/b imposed as part of the Railway Order.</p> | <p>1. TII acknowledge that there is potential for environmental effects on the surrounding area due to the proposed MetroLink station if not mitigated effectively. However, as detailed in the relevant chapters of the EIAR, TII's assessment shows that it is possible to mitigate the potential impacts identified for all potential sensitive receptors surrounding Albert College Park during the construction period. The Pre-Construction planning for the preliminary design as assessed under this EIAR has provided for the majority of the works to be undertaken during standard working hours. However, for the Sprayed Concrete Lining (SCL), 24 hour 7 day a week works are required. It should be noted these works will generally take place underground and any noise emanating from surface activities to support the tunnelling will be suitably attenuated to mitigate the impacts. Deliveries to and from the site will be generally limited to standard working hours. Chapter 5, Section 5.5.17.3 refers.</p> <p>As set out in Appendix 5.1 of the EIAR, the Outline Construction Environmental Management Plan, to be included in the contract documents, will place requirements upon the Contractor undertaking the works to adhere to strict working hours and site conditions to minimise the impacts from the Construction activities. All planned night-time work activities will have to be undertaken, controlled and mitigated under the detailed Construction Environmental Management Plan to maintain impacts below the agreed construction noise thresholds.</p> <p>The Outline CEMP also sets out the arrangements for establishing the baseline noise sound study to be undertaken by the contractor prior to commencing construction works. The baseline noise study forms part of the Construction Noise Vibration Management Plan (CNVMP) to be prepared for each construction compound. Refer to Outline CEMP Table 6.2 "Noise and Vibration Measures - Topic: Method Statement ANV2 &amp; 3".</p> <p>Noise and vibration monitoring at representative noise sensitive locations (NSLs) to evaluate and inform the requirement and / or implementation of noise and or vibration management measures is proposed within the Outline Construction Environmental Management Plan, Volume 5, Appendix 5.1 (please refer to table 6.2: Noise and Vibration Measures, Topic Monitoring Programme ANV 11). The monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. As a minimum the monitoring programme will include an alert system for threshold exceedances, remote access, and a platform for sharing monitoring results between the contractor(s), TII, DCC and FCC. The contractor(s) will adhere to any site-specific noise and vibration monitoring-related conditions imposed by the local authority. Monitoring data will be made available to the local authorities at an agreed frequency. TII confirm that monitoring will be undertaken in accordance with the CNVMP. Monitoring and auditing will be transparent. It is envisaged that monitoring data and audit results will be presented and shared in community forums. TII will consider options for sharing that data and results with the public and stakeholders in a timely and transparent way which may include the use of online portals and tools. It proposes that is not fixed by way of condition so that the content and manner of can be adapted to the changing circumstances of the project over time.</p> <p>TII confirm that the results of the monitoring programme will be available to Independent Engineer and Hampstead Avenue residents. The monitoring programme will include for air pollution as well as for noise.</p> <p>2. When appointed by TII the Design &amp; Construction Contractor must adhere to the environmental limits enshrined in the Railway Order, including Noise and Vibration, for this location. The contract documents for the contractor(s) will include penalties and incentives to Contractor to ensure adherence.</p> <p>3. As outlined in the EIAR Appendix 5.1, Outline CEMP, the Contractor will be required to submit a monthly environmental compliance report to TII for review and approval. The report will address the following as a minimum:</p> <ul style="list-style-type: none"><li>• Interpretation of the results of ongoing monitoring;</li><li>• Summary of compliance with the CEMP(s) including identification of any non-conformances;</li><li>• Detailed description of any issues and/or non-conformances identified during inspections and/or audits;</li><li>• Record of incidents and corrective actions (including CARs as appropriate);</li><li>• Summary of any environmental complaints received and/queries raised by stakeholders; and</li><li>• Records of environmental training undertaken (as appropriate).</li></ul> |

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|                                                                                          |                                                    |          |                                                                                                                                                                                                                                                                                                                                         | <p>The contractor(s) will inform TII of all emergency incidents immediately and prepare an initial report within 24 hours setting out the details and cause (if known) of the incident. The contractor(s) will be required to complete an Environmental Incident Report and any further documentation requested by TII within seven days of the incident occurring. The report will define the scale and effects as well as required corrective actions and mitigation/remediation/compensation measures (as appropriate).</p> <p>In case of any environmental incidents attributable to MetroLink works, remediation works will be undertaken and compensation (as appropriate) will be provided.</p> <p>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <p>- A local school learning programme.<br/>- Enhancement of community amenity within agreed funding limits.<br/>- Engagement with final landscape and finishing options, including aspects of biodiversity.</p> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p> |
| 11                                                                                       | Operational Noise/Vibration and Dust (Air quality) | 16       | In respect to the proposed 'Intervention/ventilation shaft in Albert College Park", - when the Metro is operational. We understand that attenuators will be employed to mitigate negative noise effects. We believe there is a lack of detail provided in the EIAR in this area, relating to the operational monitoring and management. | <p>The requirements for the selection and attenuation of the Albert College Park Intervention Shaft ventilation systems, will be based on background noise level at the nearest and most exposed NSLs to each fixed item of plant and determined for day and night-time periods, with the methodology described in the EIAR Chapter 13, Section 13.2.5.2.4. All baseline noise values will be confirmed prior to the design and selection of the operational plant items with requisite attenuation determined after the updated baseline noise surveys.</p> <p>Suitable noise attenuation will be provided for the intermittent fan operation and will be developed at detailed design to ensure best practical means and equipment are employed.</p> <p>As presented in the EIAR Chapter 13, Section 13.6.2.3, the following will be considered when designing the equipment:</p> <p>- Selection of low noise rated equipment;<br/>- Reduction of induct flow rates;<br/>- Reduction of elements in the airflow;<br/>- In duct attenuators;<br/>- Orientation of grilles and louvres away from sensitive receptors;<br/>- Acoustic louvres; and<br/>- Anti-vibration mountings and couplings will be incorporated into the design to control vibration.</p>                                                                                                                                  |

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| 12                                                                                       | Operational Noise/Vibration and Dust (Air quality) - In relation to dust/air emanating from the grilles, at surface level | 16,17    | In case of normal operation:- in our opinion the EIAR does not provide detail on how the hot air/fumes will be managed, e.g.:- during cold winter months hot air/fumes will meet the cold air outside and may cause plumes of 'smoke'. The air grilles are proposed to be located close to many residential houses and adjacent to a very busy road (Ballymun road). Any potential 'plumes' could be dangerous to traffic. How will this hot air be managed, and will it be monitored using sensors/and filters for potential pollutants? | <p>During normal operations there will not plumes of smoke impacting on traffic or the nearest receptors - there is a negligible impact on all modelled receptors.</p> <p>The Albert College Park Intervention Shaft is required to provide appropriate tunnel ventilation and to comply with tunnel fire safety strategy by providing egress between the tunnel and the ground surface so that passengers can escape, and fire fighters can enter the tunnel.</p> <p>As noted in Chapter 16, Section 16.5.3.11, the main emission of ventilation shafts in normal operation is akin warm air. The street level location of the grilles associated with the ventilation shafts are designed to minimise effects on pedestrians and nearby buildings. Inlet and outlet ventilation grilles are separated in order to minimise the possibility of air recirculation. Consideration is also given to the potential for air pollution to enter from vehicles through the air intake system.</p> <p>Chapter 6, Section 6.6.4 provides an overview of ventilation systems for the proposed Project. It note that fresh air will be provided through ventilation which will be filtered. The air inlets and outlets at surface level shall be sufficiently low so that they do not present a risk to people or surroundings and the position of the inlets and outlets will be such as to prevent recirculation of air or intake of polluted air. Should there be a need to remove heat from the upper levels of the station, which can occur in some peak summer months, the ventilation system can exhaust the hot air. The noise emanating from the ventilation system will also be limited to acceptable values through design.</p> <p>The ventilation shaft contains three reversible axial fans, one of them on stand-by, which can inject air in or extract air out of the tunnel. The fans will be fitted with silencers to attenuate operational noise. The fans in the ventilation shaft are also used for the Over-track exhaust systems (OTE) systems in the tunnels.</p> <p>Temperature sensors in the tunnels and at the underground stations will provide the necessary information to activate the tunnel ventilation system. Anemometers will monitor air flow speeds and in normal operating conditions will adjust the fans if required and in the case of a tunnel fire will confirm achievement of the required air speed in tunnels. Opacimeters will measure the opacity (clarity) of the air and be used as smoke detectors when CCTV is not operative.</p> <p>During normal operation, ventilation will control the difference in temperature between the underground sections and the open air. This control will be based on real-time temperature measurements along the enclosed parts of the track and measures at street level near each station.</p> <p>During a fire emergency mode, if there is a fire on a stationary train in the station, the ventilation system will draw exhaust from above the train and from the platform. It is unlikely for a fire to occur on a stationary train in the tunnel, and the aim would be to move the train to the next station. However, if this happens, the ventilation will draw the smoke in one direction and evacuation should proceed in the opposite direction. With respect to the potential for emissions from the ventilation shafts during a fire, the materials for the rolling stock or other systems such as wiring will be selected to comply with strict regulations to avoid the emission of irritating or toxic products. These materials are chosen in order to ensure conditions remain tenable during evacuation however it will also minimise the potential for toxic fumes being emitted from the ventilation shaft during a fire within the tunnel.</p> <p>The EIAR Chapter 16 (Air Quality), Section 16.6.2 outlines that as all ambient air pollutants will remain in compliance with the ambient air quality standards and the proposed Project has negligible impacts at all modelled receptors, no specific operation phase mitigation measures are required.</p> |

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| 13                                                                                       | Operational Noise/Vibration and Dust (Air quality) | 17       | RO condition REQUEST 5:<br>- Calibrated and maintained Noise/Air/Vibration monitoring sensors should be integrated into the Albert College Park Metro structure at ground level, and constantly operating during the life of Metrolink. Data should be made public. This condition should be included in the Environmental Management Plan (EMP). This condition s/b imposed as part of the Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No noise and vibration or air monitoring sensors are currently integrated in the preliminary design for the Albert College Park Intervention Shaft. As noted in Chapter 13, Section 13.5.3.2.3 the specific noise level from ventilation systems will be calculated as part of the further design development. Specifically, the operational noise level from the shaft and surface grill will be calculated to the nearest sensitive areas and specific attenuation designed for each system to not exceed the relevant design criteria for each location. In Chapter 16, Section 16.5.3.11 it is noted that the street level location of the grilles associated with the ventilation shafts is designed to minimise effects on pedestrians and near buildings. They are often situated in slightly elevated median strips (30cm) for drainage purposes or within green spaces, out of the normal transit of pedestrians or other sensitive receptors. Inlet and outlet ventilation grilles are separated in order to minimise the possibility of air recirculation. Therefore sensors are not required post-commissioning of the project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 14                                                                                       | Public liaison                                     | 17       | RO condition Request 6:<br>- The above 3rd party (a designated noise liaison officer) only 'community relations' is simply NOT good enough! We formally request the TII/NTA are part of this, and they also provide an escalation point within TII/NTA itself. The TII/NTA contact should also be available on a 24x7 basis, and answerable to senior management level within TII/NTA. They should be permanent TII/NTA staff members. A trouble ticket system should be employed that is fully transparent between contractor/TII/NTA and the residents. The trouble ticket system, should be of 'Customer Service industry' standard and ISO (International Standards Organisation) accredited. However, the ultimate overall responsibility must remain with our elected representatives and the appropriate Government department.<br>We firmly believe that a Metrolink 'Residential Monitoring Group', should be set up ASAP, which will have influence and be formally supported by government. Additionally a 'Community fund' must be created in order to give something back!<br>- We request strongly that these condition s/b imposed as part of the Railway Order. | TII staff will remain responsible and will implement a process as described in the EIAR to ensure staff remain accessible. Appendix A5.1 Outline CEMP details the external communication procedures proposed with the public and key stakeholders.<br><br>TII and the contractor(s) will take all reasonable steps to engage with stakeholders in the local community, especially those who may be affected by the construction works, including residents, businesses, community resources and specific vulnerable groups. The contractor(s) will be responsible for putting in place a Stakeholder Communications Plan which will developed under the consent of a designated Public Liaison Officer appointed by TII. This will provide a two-way mechanism for members of the public to communicate with a designated member of the contractor(s)'s staff, and for the contractor to communicate important information on various aspects of the proposed Project to the general public. A 24 hour helpline will be established.<br><br>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:<br><br>- A local school learning programme.<br>- Enhancement of community amenity within agreed funding limits.<br>- Engagement with final landscape and finishing options, including aspects of biodiversity.<br><br>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available. |  |



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| 15                                                                                       | Temporary land take - proposed for Albert College Park | 18       | <p>Please refer to the construction compound as defined in detail in the Construction Report (page 94 and 95 of Vol. 5, Chapters, A5.3/ <i>Ref the dark blue areas in the three figures from page 18 of the submission/page 20 of the received submission PDF document</i> .</p> <p>In respect to these dark blue areas: - they don't just cover 'existing pitches' they also include woodland and hedging (approximately 35 meters deep), which grows north of and adjoins the 'winding footpath' that runs in parallel to Hampstead Avenue. This significant amount of mature trees and hedgerows are clearly NOT part of the current football pitch set-up in Albert College Park, but are obviously included by the TII/NTA in the 'Proposed Temporary site'.</p> <p>We totally reject any aspiration of TII/NTA to incorporate this band of trees and hedging into a proposed new football pitch alignment/reconfiguration.</p> | <p>TII can confirm that the blue areas referred to do not relate to removal of trees and hedges - these are property boundaries. To see the extent of the tree removal please refer to the Aboricultural Impact Assessment in Appendix A 27.3. It should be noted that none of the trees along the Hampstead Avenue boundary are planned to be removed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 16                                                                                       | Temporary land take - proposed for Albert College Park | 20       | <p>RO condition Request 7:</p> <p>- We believe the Inspector should include an exact condition on this (or any) 'extra land use' in the Railway Order. In this particular instance... this land in the 'shaded dark blue area' in referenced appendix maps above, is specifically allocated for football pitch re-instatement and should not at any stage during the build process be used for temporary construction, storage or support uses for any Metrolink facility in Albert College Park.</p> <p>NOTE: - In the above R.O. condition it must also include:</p> <p>- that any trees and hedging that are within the dark blue areas above (i.e.: areas not currently in football pitch use) should remain untouched, and fully protected.</p>                                                                                                                                                                                 | <p>Please see response (15).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 17                                                                                       | Hydrogeology and the management of flood risk          | 20,21    | <p>The EIAR mentions water gathering/holding etc., but lacks detail in exactly how flood water will be managed in the specific area of the currently installed DCC flood drains in Albert College Park and directly adjacent to Hampstead Avenue.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>The risk of flooding is minimal and the EIAR includes for provision to manage the risk. Table 18.16 of EIAR Chapter 18, Hydrology provides a summary of the construction and compound sites along the full route together with the planned discharge point (surface water/storm sewer) and the estimated daily rate of discharge to that receiving feature. Including Albert College Park, none of the planned construction or compound sites are located immediately within areas designated as Flood Zone A or B, in accordance with the OPW 'Planning System and Flood Risk Management Guidelines' (November 2009). The management of flood risk during construction is detailed in Chapter 18 (Hydrology, Section 18.6.1.3) and in the outline CEMP (Appendix 5.1). Any local drainage impacted will be diverted to suit such that flood risk is managed.</p> <p>In order to manage and mitigate all environmental risk at Albert College Park, and as part of the preparation for the construction phase, the appointed Contractor for these works will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1. The Contractors CEMP will include a Construction Flood Protection Plan, with minimum requirements set out in EIAR Appendix A5.1, Table 6.4 Water Measures.</p> |

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| 18                                                                                       | Hydrogeology and the management of flood risk | 22       | R.O. condition Request 8:<br>- We believe the Inspector should request TII to include a condition in the R.O. detailed plans on how run-off water, or disturbed underground water (pools/streams/rivers), will be managed in the area as specified above, and in consideration of the serious flood risk to residential properties.                                                                                           | Please refer to response (17) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 19                                                                                       | Management of potential Rodent infestation    | 22       | Due to planned Metro link activity in the park (including potential football pitch 're alignments'), substantial soil and clay and hedgerow will be disturbed and moved during excavations. All this will likely disturb the local rodent population. The EIAR lacks detail in exactly how TII/NTA proposes to monitor and manage potential rodent 'migration' due to the major earth works proposed for Albert College Park. | As is standard practice vermin control will be implemented on all MetroLink sites. Chapter 10, Section 10.5.1.10 notes that while rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. It could be argued that with the rodent control policies in place, there will be a reduction in the level of rodents and the subsequent risk. Because there will be no increase in vermin numbers and more likely a decrease because of vermin control measures there will be no increase in vermin transmitted disease over and no significant adverse effect on human health.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20                                                                                       | Management of potential Rodent infestation    | 22       | R.O. condition Request 9:<br>- We believe the Inspector should request TII/NTA to include a condition in the R.O. requiring TII/NTA to detail plans on rodent management.                                                                                                                                                                                                                                                     | Refer to Response (19).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 21                                                                                       | Fire, emergencies and drills                  | 23       | In our opinion:- the EIAR does not provide details on what mitigation measures will be taken in respect to toxic smoke/fumes. e.g.: - How will such toxic fumes be managed/filtered?<br>The EIAR does not provide details on how a fire situation or emergency would (or may be) managed, e.g.: - could local residents be evacuated from their homes, or what is the procedure for fire drills, etc.?                        | <p>The construction contractor and MetroLink operator will prepare and implement an Environmental Management Plan and a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities.</p> <p>An Emergency Response Plan has been developed as part of the Outline Construction Environmental Management Plan (please refer to the EIAR Appendix A5.1). This will be further developed by the Principal Contractor, in consultation with the emergency services and other relevant third parties and will be submitted to TII for approval. The Emergency Response Plan will contain incident response procedures which will outline the detailed procedures for dealing with any potential emergency.</p> <p>In the event of a fire during operational phase, the MetroLink ventilation system will be capable of exhausting the smoke without affecting adjacent station platforms or the following tunnel sections. The tunnel emergency exits and the firefighting accesses to tunnels will be over-pressurised to create safe paths for evacuation of passengers and entry of the emergency services.</p> <p>Should a fire break out on a stationary train in the station, the ventilation and Over-track exhaust (OTE) systems will exhaust smoke from above the train and from the platform. It is unlikely for a fire to occur on a stationary train in the tunnel, and the aim would be to move the train to the next station. However, if this happens, the ventilation system will draw the smoke in one direction and evacuation should proceed in the opposite direction.</p> |

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|                                                                                          |                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Fire systems will be installed in compliance with all relevant legislative requirements. A Fire Safety Strategy for the proposed Project has been developed in liaison with Dublin Fire Brigade, as detailed in he EIAR Chapter 6 (MetroLink Operations &amp; Maintenance).</p> <p>Safety, Security and Emergency Evacuation Processes applicable to MetroLink operational phase are detailed in Section 6.6.5 of the EIAR Chapter 6 (MetroLink Operations &amp; Maintenance).</p> <p>Access and egress to the evacuation shaft at Albert College Park is provided from the R108 Ballymun Road and in an emergency it is not anticipated that Hampstead Avenue would be impacted or closed, nor residents requested to evacuate from their homes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 22                                                                                       | Fire, emergencies and drills     | 23       | R.O. condition Request 10:<br>- We believe the Inspector should request TII to include a condition in the R.O. requiring TII/NTA to detail plans on toxic fumes management, and fire/emergency/evacuation procedures and plans.                                                                                                                                                                                               | Please refer to response (21) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 23                                                                                       | Construction Traffic and Parking | 23       | Residents are concerned that any Metrolink construction site will compound the parking problem, as workers/agents/visitors etc, who do not or cannot use public transport, will look locally to park. The EIAR is very weak on how these situations will be managed, and to be honest very gullible in proposing that all folks that work or want access to an Albert College Park Metrolink site, will use public transport. | <p>The Scheme Traffic Management Plan (STMP) (Appendix A9.5) of the EIAR includes details of the proposed Mobility Management Plan (MMP) which supports and promotes sustainable travel for construction staff and constrains the use of private cars to access work compounds. This will be a contractual requirement that the appointed contractor will have to comply with during the Construction Phase. TII therefore do not envisage MetroLink impacting local existing parking arrangements or there being a requirement to change the local parking regime.</p> <p>In order to manage and mitigate all environmental risk at Albert College Park, and as part of the preparation for the construction phase, the appointed Contractor for these works will be required to set out their proposals in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1. The Contractors CEMP, submitted to Dublin City Council for approval will include plans to mitigate construction worker parking locally with the preparation of the Construction Mobility Plan, one of the key aspect of which is to encourage all forms of transport with the exception of car use.</p> <p>Chapter 5 of the EIAR, MetroLink Construction Phase, explains that traffic management plans for the construction phase of the Project that have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with Dublin City Council and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken.</p> |

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| Organisation Name or Name of Submitter                                                   |                                               |          | Hampstead Residents CLG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                 | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 24                                                                                       | Construction Traffic and Parking              | 25       | <p>R.O. condition Request 11:</p> <ul style="list-style-type: none"><li>- We strongly believe the Inspector should include a condition in the R.O. requiring TII/NTA to detail plans of any potential traffic restrictions/management at the Hampstead Ave intersection with Ballymun road, and provide a realistic solution to how parking will be managed for those Metrolink workers (visitors or associates) that do not use public transport.</li><li>- Additionally we strongly object to any Metrolink emergency exit or any proposed site access onto Hampstead Avenue.</li><li>- We believe that the inspector must also include the following condition in the R.O. The Ballymun road hard shoulder must be used as an emergency vehicle parking area, for any Metrolink structure placed in Albert College Park, and thus eliminate the need for a 'car park'/emergency vehicle parking - within the park.</li></ul>                                                                                                              | <p>TII can also confirm no access is provided off Hampstead Avenue, with both accesses now provided off the Ballymun Road. (See Railway Order Drawings, Structures Book 3 of 3, ML1-JAI-SRD-ROUT_XX-DR-Y-03001).</p> <p>The planned work at Albert College Park will have limited impact on the existing junction of Hampstead Avenue with the Ballymun Road. For the construction phase, the EIAR Chapter 5 (MetroLink Construction) and Appendix A9.5 Scheme Traffic Management Plan details the potential impact of the temporary traffic management measures and associated construction traffic. As the Intervention Shaft is wholly located within the Albert College Park, with the exception of access and egress points into the construction compound, there are no temporary traffic management measures on the R108 Ballymun Road associated with the construction of this site, causing no impact to road users.</p> |
| 25                                                                                       | Non disclosure of information and enforcement | 25 to 29 | <p>Throughout the life of Metrolink project thus far, there are many examples where we feel the TII/NTA have behaved poorly, were very slow at providing information (until forcefully requested under FOI), and had in fact shown some indifference for our residents.</p> <p><i>5 examples are presented on pages 25 and 26 of the submission (pages 27 and 28 of the received submission PDF document).</i></p> <p>Please see an exact copy of two emails (<i>on pages 27 to 29 of the submission/pages 29 to 31 of the received submission PDF document</i>) sent to TII/NTA (Tom Manning) requesting an explanation and extension of 25th November deadline, in order this new information can be reviewed by the public/residents. No reply from TII/NTA received (at time of posting submission).</p> <p>As from the above email examples we hope the inspector can get a sense of our difficulty attaining, basic and reasonable information, understanding/flexibility, in a timely manner from the TII/NTA (and their agents).</p> | <p>TII has at all times sought to engage regularly with affected stakeholders. TII note that it has conducted three non-statutory consultation events and has also met with the Hampstead Residents group twice in this time.</p> <p>The Railway Order Statutory Public Consultation was initially set at six weeks but was further extended on 25 November 2022 to 16 January 2023 due to the submission of information that was inadvertently omitted from the EIAR (Appendix A9-2, A9-2-M Traffic and Transportation Assessment – St Stephen’s Green Station). Newspaper notices were also published on 25 November 2022 providing notification that this information was being submitted and was again accompanied by TII writing to the same circa 2400 property owner/occupiers notifying them of this new information.</p>                                                                                                 |
| 26                                                                                       | Non disclosure of information and enforcement | 29       | <p>R.O. condition request 12:</p> <ul style="list-style-type: none"><li>- We request that the Inspector should include a governing clause in the R.O. on how the conditions themselves will be monitored and enforced.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>TII do not agree that the conditions requested are appropriate]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27                                                                                       | Submission Closing statement                  | 30       | <p>Our residents (most with fulltime jobs and other commitments) had an arduous task of trying to read through the Metrolink project 1000's of online pages (many technical). Our residents found it extremely stressful to try and understand exactly the implications of this highly technical and intrusive project, is going to have for their quality of life and that of their children and indeed their property, in the coming approx. 10 years.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>TII note difficulties encountered by Hampstead Avenue residents in reading the full RO documentation and inform you that a Non-Technical Summary has been included as part of the Environmental Impact Assessment Report (EIAR). Please refer to Volume 1, Book 1 of the Railway Order (RO) documentation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Submission No.                                                                           |                              |          | 111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Organisation Name or Name of Submitter                                                   |                              |          | Hampstead Residents CLG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                 | Section Ref.                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Letter Re: Hampstead Residents CLG, Metrolink Submission 22/11/2022 (case number 314724) |                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 28                                                                                       | Submission Closing statement | 30       | The independent expert (RINA), while helpful, was provided far too late in this project phase. Disappointingly, residents involvement was excluded from the "Scope of work" that the TII/NTA provided to RINA. Thus, the overall benefit of RINA to our residents was much subdued. As clearly outlined in the initial pages of this submission, we strongly believe that TII/NTA have failed in delivering proper "consultation" in respect to the proposed Metrolink structure planned in our area.                                                                                                                                                                                                                                                                                                                                                                                          | <p>The appointment of independent expert engagement (RINA) coincided with the completion of the preliminary design and was the most appropriate time for the Independent Expert to begin their review of the MetroLink Preliminary Design proposals.</p> <p>TII does not agree with the assertion that a proper consultation has not been delivered. The EIAR Chapter 8, Consultation, provides details of the consultation process undertaken in 2019 and 2020 in relation to the proposed intervention shaft at Albert College Park. Also please refer to responses (3, 4, 5, 6 and 7) above.</p> |
| 29                                                                                       | Submission Closing statement | 30       | In addition we believe that the EIAR is incomplete and lacking in several aspects such as, noise sampling, reasoning for moving to single bore tunnel, reasoning for use of Z9 parkland for an intervention shaft/ car park, lack of proper definition of problem management, flood mitigation, emergency parking located within a public park, ...etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responses to the concerns noted here are contained within the responses above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 30                                                                                       | Submission Closing statement | 30       | <p>Thus, we believe the assigned Inspector will be burdened unduly with the addition of many conditions to the R.O. and ensuring fairness for all citizens equally, while trying to expedite the planning process at the same time.</p> <p><u>However, we formally ask the Inspector to include all our conditions into the R.O. However first of all, address the key issue of lack of "consultation" visited on our residents by the TII/NTA</u> and thus ensure our residents are treated as equal, to other groups on the Metrolink route. It is with this objective that the 'Hampstead residents CLG' was formed!</p> <p>The "Hampstead residents CLG", Mission statement:- the main formal objective of our Company is to achieve for our residents, the same basic right of consultation, as afforded to many other citizens/groups in the vicinity and along the Metro link line.</p> | TII regret that residents feel that there has been a lack of consultations however TII would note that as noted previously, three non-statutory consultation events were conducted along with two direct meetings held with Hampstead Residents.                                                                                                                                                                                                                                                                                                                                                    |

| Submission No.                                                                                                            |                                                            |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                  | Section Ref.                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                                         | 1.0 Introduction (page 1 of the Submission)                | 3        | <p>From the outset, this submission requests that An Bord Pleanála duly consider the negative implications arising on our clients' business. It is strongly contended that the proposed development has had no regard to the viability of our client's business at the Brian Boru House, 5 Prospect Road, Glasnevin, Dublin 9.</p> <p>The grounds of objection are set out in the following sections of this submission and within Appendix A which has been prepared by Dermot Flanagan SC, which is to be read in conjunction with this planning submission.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII thank you and acknowledge your submission response referred to as "Planning Observations ABP Ref NA29S.314724". We have reviewed this submission and provided detailed responses for the issues and concerns raised below.                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                                                                                                                         | 2.0 Site description (page 2 of the Submission)            | 4        | <p>The premises has been in use as a business for over 200, with the Hedigan family occupying it and providing a public house from 1906 onwards. In addition to the business's heavy ties to the community and to the local history, it is also of note that the premises contains high quality works including the existing signage at front elevation, as well as an existing painting located above the signage. The signage itself was prepared by a craftsman and required carving out of the letters, the utilisation of gold leaf and glass. This form of signage is no longer commonly found and should the demolition of the building proceed, this would be lost.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Section 26.5.4.6.2 of Chapter 26 Architectural Heritage has identified that the unavoidable demolition of the Brian Boru will result in a very significant effect. The building which is listed on the National Inventory of Architectural Heritage (NIAH) is given a baseline rating of "medium" in terms of its architectural heritage merit.                                                                                                                                                                                                                                                                      |
| 3                                                                                                                         | 3.0 Site Planning History (page 5 and 6 of the Submission) | 7&8      | <p>Reg. Ref. 4258/05: Permission refused by Dublin City Council for the demolition of the public house and the construction of a mixed use development comprising a public house (538.4 sq.m), media and associated uses (1732 sq.m) and 57 no. residential units (9 no. three bed duplexes, 4 no. three bed apartments, 1 no. two bed duplex, 39 no. two bed apartments and 4 no. one bed apartments) in a block ranging in height from six storeys in the east to three storeys in the west.</p> <p>The demolition of the structure was considered to be inappropriate by the Planning Authority, who refused permission for the following 2 no. reasons:</p> <p><i>1. Having regard to the location of the site adjacent to a protected structure, adjoining and within a designated Conservation Area along the Royal Canal and in a very prominent location on Prospect Road, it is considered that the proposed development, by reason of its design, bulk and scale, does not integrate physically or visually with its context and fails to take account of the proximity of and relationship to the protected structure (Prospect Lodge), the environmental quality of the Conservation Area and fails to respect the streetscape. As proposed, the development constitutes overdevelopment of the site and would seriously injure the amenities of the area and of property in the vicinity. The proposed development would therefore, be contrary to the proper planning and sustainable development of the area and to the provisions of the City Development Plan 2005-201 1.</i></p> <p><i>2. The demolition of the Brian Boru public house, which is of some architectural and streetscape value, as well as literary associations, has not been justified by sufficient evidence and would, therefore, be contrary to Section 15.10.3 of the Dublin City Development Plan 2005-2011, which provides for the retention and re-use of older buildings of significance which are not protected. Therefore, the proposed development would be contrary to the proper planning and sustainable development of the area.</i></p> <p>Thus, the structure is considered to be of historic value and should not be subject to a demolition. The refusal above is considered to set a precedent for retaining the building.</p> | <p>The value of the building as a Protected Structure has been acknowledged and assessed within the EIAR.</p> <p>The demolition is unavoidable to deliver the proposed Glasnevin station, which is supported in principle in Objective SMT017 of the Dublin City Development Plan 2022-2028.</p> <p>The decision in respect of demolition as part of the Railway Order will be taken in the context of the proposed development at the site, taken on its own merits, taking into account scheme-wide and site-specific matters, all of which is sufficient evidence to justify the demolition in this instance.</p> |



| Submission No.                                                                                                            |                                                                                  |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                  | Section Ref.                                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4                                                                                                                         | 4.0 Proposed Railway Order (page 11 of the Submission)                           | 13       | As indicated above the proposal directly interferes with our clients' premises and involves the demolition of their public house, ending their longstanding family business and resulting in unmeasurable concerns regarding their livelihood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Businesses which are subject to the compulsory acquisition of their property will be compensated in accordance with the statutory compensation code. The principle of code is to seek to place the affected party in no better or worse position than prior to the compulsory acquisition. The nature and amount of compensation will depend on the specific circumstances but the typical heads of claim are as follows: (i) value of legal interest in land to be acquired such as freehold/leasehold (ii) severance or other injurious affection which relates to devaluation of retained lands, if any, caused as a consequence of the acquisition (iii) disturbance and any other matters such as professional fees and the loss sustained or expenses incurred by an owner following the compulsory acquisition. As part of the Land Acquisition Strategy, TII are introducing an agency service to support businesses whom may be displaced as a consequence of the scheme proposals. This will be introduced following confirmation of the MetroLink RO. |
| 5                                                                                                                         | 5.1.2 Neighbourhood Centre (page 12 of the Submission)                           | 14       | Our clients' premises plays a key role in the neighbourhood, both as an employment generator, as well as providing a service to locals and visitors to the area. The public house has been a landmark of the area since the early 1900s and its loss would be detrimental to the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII acknowledge the impact the MetroLink Project will have on this property, business, and the local community. As identified in Table 11.54 of Chapter 11 Population and Land Use, the loss of this property by demolition will have a negative significant permanent effect.<br><br>While the loss is regrettable, businesses which are subject to the compulsory acquisition of their property will be compensated in accordance with the statutory compensation code, while the creation of an integrated transport hub at Glasnevin will bring long term economic and social improvement to the local area.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6                                                                                                                         | 5.1.3 Permitted and Open for Consideration Land Uses (page 13 of the Submission) | 15       | As is evident, our clients' premises has the potential to accommodate a wide variety of land uses. The proposed Metrolink will hinder any form of development and reduce the existing services provided at the Neighbourhood Centre.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | As outlined in Chapter 11 Population and Land Take, Overall, the impact on the retail industry is considered to be a positive, moderate, permanent effect for the local and regional economy and for each of the locations listed during operation of the proposed Project. The proposal to introduce a major interchange station here will increase footfall through the area, benefiting local businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7                                                                                                                         | 5.1 .4 Built Heritage Assets of the City (page 13 of the Submission)             | 15       | <p>Many of the older buildings and structures in the city, whilst not included on the Record of Protected Structures or located within an Architectural Conservation Area or Conservation Area, make a positive contribution to the historic built environment of the city. The retention and reuse of these buildings add to the streetscape and sense of place and has a role in the sustainable development of the city. There will be a presumption against demolition of individual structures of vernacular or historic/ social interest that contribute to the character of an area.</p> <p>The development seeks to demolish the Brian Boru public house which is considered to be of local historic merit. This was the stated reason for the refusal of the previous application. Thus, it is considered that a robust justification for the demolition of the premises would be required and this has not been provided. As noted, the premises is mentioned in many Irish songs and books including James Joyce's 'Ulysses' and The Chieftain's 'Hedigan's Fancy'. The demolition of the premises will thus remove a building noted for its heritage and connection to the local area.</p> | Please refer to response to Item number (2) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Submission No.                                                                                                            |                                                                                  |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8                                                                                                                         | 5.2 Project Ireland 2040 National Planning Framework (page 14 of the Submission) | 16       | The Metrolink application has not had appropriate regard to the above as it relates to the our clients' site. It is contended that the scheme will hinder any comprehensive development at the lands in due course, such a development would maximise the potential of the lands, providing for community facilities as well as higher density accommodation. The application as submitted does not accord with the National Planning Framework. | <p>As outlined above in response item number (5), the loss of the Brian Boru pub will have a negative significant and permanent effect. However, the provision of the MetroLink will enhance commercial activity in the surrounding area by providing increased footfall through the area, which will benefit local businesses. Furthermore, the MetroLink will be the highest capacity public transport system in Dublin and as such will facilitate the intensification of development on greenfield or brownfield sites, as a sustainable high transport link will be provided into the area. As such the proposed Project supports the aims of the National Planning Framework and it should be noted that the NPF supports the MetroLink project.</p> <p>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.</p> <p>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> |
| 9                                                                                                                         | 5.3 Housing for All - A New Housing Plan for Ireland (page 15 of the Submission) | 17       | As noted above, it is considered that the lands have not been maximised to their full potential, thus wasting lands. The Glasnevin Station could have been included as part of a larger structure which provides for services at floor levels and working or living spaces at upper levels. This has not occurred and as a result the lands have not been utilised. This is considered against the provisions of the Housing For All plan.       | <p>TII do not agree that the lands are being wasted at this location. As detailed in Chapter 4 (Description of the MetroLink Project) section 4.17.7.2, the following considerations were addressed in developing the architectural and urban design for Glasnevin Station:</p> <ul style="list-style-type: none"><li>* Provide an intermodal concourse at street level, designed as an open space under a light canopy;</li><li>* Provide a potential café or shops for passengers;</li><li>* Rebuild the Dalcassian Downs car park over the station roof slab;</li><li>* Provide a car park/ large cycle park area and drop-off on the area of the existing Brian Boru car park;</li><li>* Design landscaping with green integration on slopes;</li><li>* Integrate station ventilation grilles in green areas; and,</li><li>* Consider the requirements for revenue protection for the different modes, as well as safety in design, specifically regarding adherence to Iarnród Éireann's codes of practice.</li></ul> <p>TII note that Metrolink does not include for oversite development in the Railway Order. However, MetroLink does not preclude any future oversite development, but any consideration would be post Railway Order and be subject to An Bord Pleanála consent as a separate consent to MetroLink.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                            |                                                                                                                      |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                  | Section Ref.                                                                                                         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10                                                                                                                        | 5.4 Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019-2031 (page 15 of the Submission) | 17       | Dublin plays a key role in attracting internationally mobile talent and investment and combines vibrant urban living, a rich heritage and character and access to nature including Dublin Bay, the coastline and Dublin-Wicklow mountains. It is considered that the proposed Metrolink does not take full advantage of our clients' lands.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Please refer to response Item number (9) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11                                                                                                                        | 6.0 Concerns on Submitted Application (page 15 of the Submission)                                                    | 17       | As stated throughout this submission, the principal concern of our clients arising from the proposed railway order application relates to functionality and viability of our clients' business which has operated on site since the early 1900s. The application as submitted, seeks to demolish the premises in its entirety, thus forcing the closure of the business and raising uncertainties on our clients' futures. This planning submission is to be read in conjunction with the outline legal submission at Appendix A of Dermot Flanagan S.C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Please refer to response Item number (5) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12                                                                                                                        | 6.1 Demolition of Building (page 15 and 16 of the Submission)                                                        | 17&18    | <p>Having regard to the location of the site adjacent to a protected structure, adjoining and within a designated Conservation Area along the Royal Canal and in a very prominent location on Prospect Road, it is considered that the proposed development, by reason of its design, bulk and scale, does not integrate physically or visually with its context and fails to take account of the proximity of and relationship to the protected structure (Prospect Lodge).</p> <p>The demolition of the Brian Boru public house, which is of some architectural and streetscape value, as well as literary associations, has not been justified by sufficient evidence and would, therefore, be contrary to Section 15.10.3 of the Dublin City Development Plan 2005-2011, which provides for the retention and re-use of older buildings of significance which are not protected. Therefore, the proposed development would be contrary to the proper planning and sustainable development of the area.</p> <p>The structure is considered to be of local historic merit and would require a strong rationale, including a conservation assessment, in support of the demolition. This has not been provided with the application.</p> | <p>Please note that Chapter 26 Architectural Heritage has assessed the potential direct and indirect impacts on the area surrounding the proposed station during the construction phase. (Please refer to Table 26.49 and Table 26.50 in that chapter). However Section 26.5.4.6.3 of the chapter identifies that there will be no significant direct impact on the architectural or industrial heritage on completion of the works.</p> <p>The demolition of the Brian Boru, although regrettable, is justified on the wider benefits afforded by the MetroLink station at Glasnevin and the critical transport interchange it affords. The broader benefits of MetroLink are clearly stated within Chapter 3 of the EIAR: Background to the MetroLink Project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13                                                                                                                        | 6.2 Underutilisation of Lands (page 16 of the Submission)                                                            | 18       | The lands owned by our client are a clear example of lands which have the potential to facilitate significant redevelopment. The application does not avail of this opportunity and seeks to demolish a public house which serves a locality. The Glasnevin Station building is an under provision on the lands as it would be more suitable to support a mix of uses. It is our opinion that the station should have been provided with a more significant form of development which provides accessible services at ground floor level and office or residential units at upper floor levels. This would be more in line with the zoning objective which seeks to provide a variety of uses to serve the locality. The proposed Glasnevin Station, in its current form, does not facilitate the vision of the zoning objective.                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Metrolink is the single biggest investment in transport infrastructure in the history of the State and is part of an integrated transport solution that also includes for BusConnects and Dart+ are all included under Project Ireland 2040, part of the NTA Transport Strategy for Greater Dublin Area 2022-2042. Together these projects will result in reliable, sustainable, affordable, integrated public transport 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.</p> <p>MetroLink is a critical part of the proposed integrated transport system for the Greater Dublin Area and the need for the project has been described in details in Chapter 3 of EIAR Background of the Project and 3.6 Need for the Project. Glasnevin is a major interchange station for Metro and DART. Demolition of concerned property and the landtake for access/egress is required for the Metrolink works and for the integration with DART to serve as an Interchange Station.</p> <p>As noted in the Planning Report that forms part of the Railway Order documentation, a station is Permissible under the Z3 zoning of the lands, and will directly deliver objective SMT017 of the Dublin City Development Plan 2022-2028.</p> <p>Please refer to response Item number (9) above with regard to development opportunities.</p> |

| Submission No.                                                                                                            |                                                                    |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                  | Section Ref.                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14                                                                                                                        | 6.3 Proportion of Lands to be Acquired (page 20 of the Submission) | 22       | The full impact of the proposal on our clients' premises has not been adequately demonstrated in the submitted documentation as it does not include an aerial overlay of the scheme and the fact that the full building is to be demolished is not fully accurate. Such a drawing would have made it more evident to An Bord Pleanála that the scheme directly abolishes the operations of the business.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The full impact (as noted in comments above) has been demonstrated in the draft Railway Order documents. Relevant drawings are provided within the Railway Order Submission. Please refer to the Property Drawing (Plan Number: ML-P 304 N-O) and the related Alignment Drawing (ML-RO-304-N-O) which annotates the extent of proposed acquisition of land and buildings to be demolished which includes Brian Boru House at 5 Prospect Road.                                                                                                                            |
| 15                                                                                                                        | 6.3 Proportion of Lands to be Acquired (page 20 of the Submission) | 22       | As acknowledged in the Planning Report submitted with the Railway Order Application, our client's premises will be subject of land acquisition which is considered to impact on quite a significant amount of our clients lands. The lands to be acquired affects our client's lands comprises approximately 3,217sq.m, consisting of: parcels of lands sizing at 35sq.m, 64sq.m, 125sq.m, 160sq.m and 708sq.m currently in use as a car park and a parcel of land sizing at 2,125sq.m comprising the Brian Boru public house. Our clients are set to lose their property and livelihood which has operated for a significant number of years. The public house is an easily identifiable business in Glasnevin which has operated since 1904. The business has significant local importance while also being contained within a historic building. Its demolition is unwarranted and unjust and will have irreversible impacts on the streetscape as well as our clients.                                                                                                                                      | Further to response item numbers (3) and (13) above, the buildings and subject lands are being acquired to deliver an integrated station for MetroLink and Dart + services. The details of the interchange station proposed at this location, which has been carefully considered, are fully described in the EIAR, please refer to Structure Drawings Book 2 of 3 Dublin City Council, sheets 21 to 28 (ML1-JAI-SRD-ROUT_XX-DR-Y-02057 to 02064).<br><br>Please see response to item number (4) above in relation to the loss to business, relocation and compensation. |
| 16                                                                                                                        | 7.0 Conclusion (page 20 and 21 of the Submission)                  | 22&23    | The proposed railway has been designed without due regard to our client's existing property and business at Hedigan's Brian Boru Public House located Prospect Road, along the route. This business has existing in some extent since 1906 and has become well renowned within the area by locals and tourists alike. The scheme seeks to demolish our clients' property resulting in a significant loss, both financially and also sentimentally. The proposal results in unmeasurable impacts arising from the loss of their business and property. The lands subject to the acquisition are considered to be disproportionate and severely impacts any development potential of lands remaining within our clients' ownership.                                                                                                                                                                                                                                                                                                                                                                               | Please refer to response item number (15)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 17                                                                                                                        | 7.0 Conclusion (page 21 of the Submission)                         | 23       | As per the document prepared by Dermot Flanagan S.C., the following conclusions may also be made:<br>No attempt has been made to return land to the landowner post construction;<br>The construction compound is not a justification for the acquisition of the full landholding;<br>The design of access/egress to the rear is an overprovision and sterilises the development opportunity offered to the rear of the station;<br>There has been a failure to consider alternative designs and the minimisation of land acquisition;<br>There has been a failure to integrated the development potential of the landholding, along with the construction of the station; There has been a failure to secure the planning policy objective for the area in a consistent and transparent manner;<br>There has been failure to adequately assess the impacts of the proposed Metrolink, either at construction or operational phases; and<br>There has been no attempt to seek to return land to the landowners such that a disproportionate acquisition arises, in breach of constitutional and ECHR principles. | These concerns have been responded to individually. Please refer to response item numbers (18 ), (19), (20) and (22).<br><br>As part of TII response to loss of business, relocation and compensation, please refer to response items (4) and (15).                                                                                                                                                                                                                                                                                                                      |
| 18                                                                                                                        | 7.0 Conclusion (page 21 of the Submission)                         | 23       | We trust that on the assessment of this application and its impacts detrimental impact on our client's existing businesses and premises, along with the inefficient use of zoned and services lands, that An Bord Pleanála will see fit to either refuse the railway order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to response item numbers (5), (6), (8) and (13) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Submission No.                                                                                                            |                                                                                  |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                  | Section Ref.                                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 19                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 1 (page 2) | 26       | <p>It is submitted that the acquisition of land contained in the Schedule to the Railway Order comprising the entirety of the landholding is disproportionate and excessive in the following circumstances the footprint of the station proposed that this location represents a portion of the landholding. The balance of the land acquired appears to be for the purposes of a construction compound and following the construction phase, for access/egress to and from the station.</p> <p>Despite various discussions with the landowner in relation to the proposed acquisition, no opportunity has been given to the landowner to enter into an arrangement or agreement with TII in relation to the potential redevelopment of the site of the station or the balance of the site post construction;</p> | Please refer to response item number (4) and (15) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 20                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 2 (page 2) | 26       | <p>The proposed development has not considered any alternative design or access/egress arrangements at this location.</p> <p>It would appear that the primary justification for the acquisition of the entirety of the property is as a construction compound during the lengthy construction phase.</p> <p>The proposed development has not considered the alternative design elements for the proposed permanent station as discussed at Paragraph 7.6.5 of Chapter 7 of the EIAR.</p>                                                                                                                                                                                                                                                                                                                          | <p>The location of the impacted property is at the location of the proposed Metrolink Station which integrates with the DART + and forms a major interchange for public transport. No other alternatives afford such an interchange. Demolition of concerned property and the landtake for access/ egress is required for the Metrolink works and for the integration with DART + to serve as an Interchange Station.</p> <p>The construction activities will progress over an extended period requiring the lands referred to. The construction site area is highly constrained bounded by residential developments to the north and the railway and canal to the south and there is no scope to reduce this area further.</p> <p>Chapter 7: Consideration of the Alternatives, section 7.6.5 Drumcondra v Glasnevin describes the rationale for the final location selection of an interchange station for MetroLink and Dart +. The design presented in the EIAR supporting the draft Railway Order represents the preliminary station design within the available lands assessed for the purpose of the Railway Order. Alternative design elements that might become feasible for development post completion of MetroLink were not considered for the EIAR and Railway Order.</p> |
| 21                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 3 (page 3) | 27       | No opportunity has been provided to the landowner for an alternative design that would integrate with the balance of the land in question having regard to its significant pre-existing development potential. In referring to the consideration of alternatives at Table 7 - 19, it is regarded as the only feasible option.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to response Item number (20) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 22                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 4 (page 3) | 27       | It is submitted that there has been a failure in this design to consider the integration of the new station with the rear area comprising the existing carpark of the Hedigan's Brian Bora Public House such that its pre-existing development potential is maximised in conjunction with the construction of the new station at Glasnevin.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The location of the impacted property is at the location of the proposed Metrolink Station which integrates with the DART + and forms a major interchange for public transport. Demolition of concerned property and residual car park area is required for the Metrolink works and for the integration with DART + to serve as an Interchange Station including for access/ egress. The existing car park at the rear is required for overall Metrolink works including drop-off for accessible vehicles, access to maintenance vehicle, cyclists parking, utilities and drainage works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                                                            |                                                                                  |          | 112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                      |
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| Item No.                                                                                                                  | Section Ref.                                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                         |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                      |
| 23                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 6 (page 4) | 28       | It is submitted that this is a disproportionate acquisition of land with pre-existing significant development potential in conjunction with the provision of the station. There has been a failure to consider alternative designs and/or alternative acquisitions to the east and west of the Hedigan Brian Boru Public House and related carpark facilities such that portion of the land could be retained by the landowners post construction to facilitate high density development, consistent with the overall planning and transport objectives of the Project. | Please refer to response Item numbers (20) and (22) above.                           |
| 24                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 7 (page 5) | 29       | It is submitted that alternative designs, with the acquired and retained lands, would reduce this impact by retaining part of the landholding post construction, for development in accordance with the land uses and zoning objectives for the area.                                                                                                                                                                                                                                                                                                                   | Please refer to response Item numbers (20) and (22) above.                           |
| 25                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 8 (page 5) | 29       | It is submitted that insufficient analysis has been given of the manner in which this could be mitigated by retaining portion of the Hedigan landholding for potential redevelopment albeit whether as residential, commercial or other consistent with the provision of the station to the front.                                                                                                                                                                                                                                                                      | Please refer to response Item number (20) above.                                     |
| 26                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 8 (page 5) | 29       | While it is stated that the loss of the Brian Bonu premises due to acquisition will result in a negative significant permanent effect, the only response is that compensation will be in place reducing the impacts to negative/permanent.                                                                                                                                                                                                                                                                                                                              | Please refer to response item number (4) and (15) above in relation to compensation. |
| 27                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 8 (page 5) | 29       | It is submitted that this is a wholly inadequate response in circumstances where the land use has significant pre-existing potential and where a re- design would allow a retention of portion of the landholding to the rear of the proposed Glasnevin station thereby allowing a collaborative approach to redevelopment of the rear carparking area consistent with high density development for the benefit of both the retained and acquired lands.                                                                                                                | Please refer to response Item numbers (20) and (22) above.                           |



| Submission No.                                                                                                            |                                                                                  |          | 112                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Organisation Name or Name of Submitter                                                                                    |                                                                                  |          | Hedigans Limited (Michael and Peter Hedigan) - represented by Hughes Planning                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                  | Section Ref.                                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Re: Planning Observation ABP Ref. No. NA29N.314724 - Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order |                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 28                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, point 8 (page 5) | 29       | It is submitted that it cannot be said that there is a medium term impact to the landholding. The impact is profound, negative and long term in circumstances where there has been a failure to consider alternative designs and alternative acquisitions which would minimise that impact. The assessment is in breach of the EIA Directive as transposed into domestic law. | <p>The EIAR has taken a considered view and weighed the undoubted benefits of the MetroLink station at Glasnevin to the community against the loss of the Brian Boru..</p> <p>As presented in Table 21.6 of Chapter 21 (Land Take), it is stated that there will be a permanent land take and demolition of the Brian Boru public house and car park to allow for the construction and operation of Glasnevin Station and interchange with Irish Rial. The impact magnitude of this is stated as 'High', leading to a 'Very Significant' impact on the this property and land.</p> <p>In Chapter 11 (Population and Land Use), it is stated that the impact on population and land use during the construction works at this location is considered negative, significant and medium term. It is considered a medium term impact on population and land use as in the long term, the Glasnevin station in the operational phase will bring considerable benefits to the surrounding population. As stated in response item (16) above, MetroLink stations will also be a catalyst for surrounding development in the area, and therefore the surrounding population and land uses will benefit greatly from its presence</p> |
| 29                                                                                                                        | Appendix A, Memo prepared by Dermot Flanagan, Barrister-at-Law, Summary (page 6) | 30       | The foregoing are the outline legal submissions. We reserve the right to further expand on these submissions at an oral hearing, which is requested and in reply to any further requests for information, as required under EU law and the Aarhus Convention.                                                                                                                 | TII acknowledge the submitters intent to do so.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                         |              |          | 113                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Organisation Name or Name of Submitter |              |          | Helen and Luke Sherlock (2 Brian Terrace, Marino)                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 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 Markievicz 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. |

| Submission No.                         |              |          | 113                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter |              |          | Helen and Luke Sherlock (2 Brian Terrace, Marino)                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Reference number: NA29N.314724         |              |          |                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3                                      | Letter       | 1        | <p>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> | <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"><li>* This location retains a good interchange facility with Tara DART Station;</li><li>* It reduces risk to the overall construction programme;</li><li>* It offers cheaper overall construction cost;</li><li>* It retains opportunity for future adjacent development by others;</li><li>* 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.</li></ul> |

| Submission No.                         |              |          | 113                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter |              |          | Helen and Luke Sherlock (2 Brian Terrace, Marino)                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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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> |

| Submission No.                                                                                                            |              |          | 114                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Refernece Number NA29N.314724 13/01/2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1                                                                                                                         | Letter       | 1        | Firstly, in general, I am in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport. However, as a resident living in the Dartmouth/Charlemont area, I wish to set out a number of observations for the Board regarding the proposal to locate the terminus station at Charlemont-Dartmouth. My family home is in the midst of the community where the Terminus station is proposed to be located. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project with the exception of Charlemont Station. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2                                                                                                                         | Letter       | 1        | 1. Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services.                                                                                                                                                                                                                              | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. -An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                                                            |              |          | 114                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 3                                                                                                                         | Letter       | 1        | <p>St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus.</p> | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West. A station on St Stephen's Green West is not preferred for several reasons:</p> <p>If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. This could feasibly be situated in the Trinity College Dublin sports grounds.</p> <p>TII note that it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is uneconomic in comparison.</p> <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> |



| Submission No.                                                                                                            |              |          | 114                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                           |              |          | Response (3) continued | <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus . The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage. The fact that the Charlemont Station is now being referred to and considered as a “terminus station” rather than an interchange station, does not increase the environmental impacts the station has on its local environment, in terms of passenger demand, airborne noise. vibration and other environmental effects.</p> <p>If the scheme were to terminate at St Stephen's Green, it would be important to determine where the next station south of St Stephen's Green would be located for a future extension as required in the Draft Transport Strategy for Greater Dublin Area (2022-2042). With single bore tunnel configuration, the maximum distance between stations is 1,000m. If the distance between stations extends beyond 1,000m there is a need for an intervention shaft or separate escape tunnel. Selecting a different station location other than Charlemont within a 1,000m arch south of St Stephen's Green Station will be challenging given the limited space available for a station within this area and it is reasonable to assume that the Station may be located outside the 1km arch, thus requiring the construction of an intervention shaft similar to that currently proposed at Albert College Park between St Stephen's Green and the proposed station location.</p> <p>The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |

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| 4                                                                                                                         | Letter       | 1        | 2. Expensive Duplication of Rail infrastructure: - The inclusion of an expensive and costly section between St. Stephens Green and Charlemont is strategically weak and duplicates the existing Luas Green Line services. NTA's cost estimate for this 1km section at €650M is an expensive duplication and significant investment that deprives other parts of Dublin that are in immediate need of rail infrastructure to support urgently required housing and urban development. | <p>TII do not agree with this statement for the reasons set out by response (2) above, noting that infrastructure is not being duplicated given the capacity of the Luas south from St. Stephen's Green is restricted due to on-street running.</p> <p>There is a limit to the potential of the Luas to provide additional capacity in the on-street non-segregated section of the Luas Green Line from Charlemont northwards through the city centre. The nature of this route and the fact that it currently crosses several road junctions (Adelaide Road, Harcourt Street / Hatch Street upper and Harcourt Street / St Stephen's Green south) limit the service to a maximum of 24 trams per hour per direction. The projected demand for this section would require a higher frequency of up to 30 trams per hour and this demand cannot be met with on-street systems (Luas / bus). The interchange between Luas and MetroLink proposed at Charlemont will provide the necessary capacity to address the demand on this corridor and reduce overall travel time for passengers</p> <p>There is also high passenger demand forecast for a Metrolink station at Charlemont, including from the Ranelagh area, which would be lost if St. Stephen's Green was the MetroLink southern interchange station. The additional fare revenues collected by the Charlemont Station interchange increase the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ratio (BCR).</p> <p>Further, to ensure that public investment delivers value for money, the Public Spending Code sets out requirements for the evaluation, planning and management of public investment. The preparation of a Business Case is a key element of meeting these requirements. The Public Spending Code requires that both the Preliminary Business Case and Final Business Case for public investment projects are published.</p> <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> |
| 5                                                                                                                         | Letter       | 1        | 3. The station box at Charlemont, as constructed in 2021/22 by the Developer Hines, does not have the benefit of planning permission and has not been part of the EIA undertaken for this project. Processing the current Railway Order application, which is reliant on these preliminary and now constructed works, is legally unsafe and contravenes the provisions of the EIA Directive.                                                                                         | The MetroLink enabling works constructed as part of the Hines development was included in the planning application for the Hines Development and has the benefit of planning permission which was granted in April 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| 6                                                                                                                         | Letter       | 1        | <p>4. The station box at Charlemont will result in only one possible future tie in with the Luas Green Line to the south, which would result in an option that was previously dismissed as part of the Tie-In study from March 2017. No alternatives to the station box at Charlemont were considered as it had been fixed through the design of the overhead Hines Grand Parade commercial development.</p> <p>The implications of this new alignment is very significant on our wider community as it will involve top-down construction that will only be possible when many houses on Manders Terrace, Oakley Road and Charleston Road are demolished.</p> | <p>The station box at Charlemont allows for a future tie into the Luas Green Line should it be determined in the future that through running metro services to Sandyford is the required solution to address the public transport needs to the south of the city. It is incorrect to say that the current proposal is based on an option that was previously dismissed as part of the March 2017 Green Line tie in study. The station design is in affect a modification to the preferred Green Line Tie Option 4B which was modified as result of the postponement of the upgrade of the Green Line to metro standard.</p> <p>The station box location was not fixed by the Charlemont Development. The preferred route for MetroLink was published in March 2019 following a comprehensive route options study. The preferred route was based on the emerging preferred route for the scheme which included a station at Charlemont. The Charlemont Metro Enabling Works were constructed to enable the Charlemont Development to proceed whilst simultaneously ensuring there was an option available to construct a station at Charlemont that avoided unnecessary demolition, took advantage of an available site, provided infrastructure that is integrated with planned development rather than necessitating later changes and retrospective adjustments to a new development or even possible demolition of the new development, whilst providing protected provision for the future extension of the scheme south, if required.</p> <p>It is also important to recognise that the station location at Charlemont is influenced by available vacant land and thus avoids unnecessary demolition.</p> <p>It is agreed that the short-term implications for local residents will be significant as the scheme progresses through the construction stage, however the EIAR assesses the environmental impacts of the construction phase and commits to the implementation of appropriate mitigation measures that reduce the environmental impacts to not significant. The same is true of the operations phase for the project. TII will work closely with local residents to ensure the required mitigation measures are put in place.</p> <p>If in the future, the metro was extended south, this does not mean that inevitably open cut construction will be required or demolition of property will be necessary. It is possible that in the event of a tunnel being constructed to connect to Charlemont Station that this would be undertaken from a site further south.</p> |
| 7                                                                                                                         | Letter       | 2        | <p>5. The Environmental Impact Assessment is inadequate in relation the description of development, alternatives, transport assessment, noise and the cumulative effects of the development on the Charlemont-Dartmouth Community. For a project of this size, scale, investment to date, it is inadequate to propose a Railway Order with so many important studies and analysis missing.</p>                                                                                                                                                                                                                                                                 | <p>TII do not agree that the Environmental Impact Assessment is deficient, inadequate or missing information. The Railway Order application comprises a very detailed environmental impact assessment that has identified and assessed the potential environmental impacts of MetroLink and proposed mitigations for these impacts where necessary. TII would also draw attention to the detailed project description, construction phase description and operational phase description provided in EIAR Chapters 4 and 5 and 6, and EIAR Chapter 7 and associated appendices that present details of alternatives considered. EIAR Chapter 9 and appendices provides a detailed analysis of transport and traffic effects, and EIAR Chapters 13 Airborne Noise &amp; Vibration, and 14 Groundborne Noise &amp; Vibration provide a detailed assessment of potential noise and vibration effects, while Chapter 29 outlines the assessment of interactions between various environmental aspects, and Chapter 30 covers the cumulative impacts with other projects.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| 8                                                                                                                         | Letter       | 2        | 6. The development would result in noise and disturbance during the construction and operational phases and would result in a loss of amenities for the area. | <p>The EIAR presents a comprehensive and detailed assessment of both groundborne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase.</p> <p>Noise and disturbance during construction:</p> <p>No profound impacts have been identified for residents and mitigation measures proposed will be effective at reducing the impacts on these properties and in general terms impacts will be associated with the construction phase only. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Groundborne Noise Mitigation Policy. On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process in place whereby further mitigation measures can be implemented at individual properties should this be merited.</p> <p>Noise and disturbance during operation:</p> <p>No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment.</p> <p>Loss of amenity during construction:</p> <p>EIAR Chapter 11, Population &amp; Land Use provides an assessment of effects on community amenity during construction and operation, which relates to the interaction of impacts on air quality; visual amenity; traffic and transport; and noise and vibration.</p> <p>At this location during construction as outlined in Section 11.5.2 of Chapter 11, no impacts are identified on the retail sector or community and social infrastructure (e.g. schools or hospitals). Any severance/disruption to transport will be limited by site mitigation measures such as alternative routes reducing impacts to not significant.</p> <p>Loss of amenity during operation:</p> <p>No significant residual negative impacts are anticipated on the Population and Land Use from the operation of the proposed Project, following the incorporation of the mitigation measures into the design of the proposed Project and implementation on an ongoing basis throughout the lifecycle. The residual effects that will arise during operation will be permanent and positive as detailed in EIAR Chapter 11, section 11.1.1.</p> <p>The zoning under the Dublin City Development Plan 2022 - 2027 for the residential properties in question is "Z2 Residential Neighbourhoods (Conservation Areas)" with an objective to "protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area (See Table 3.11 of the submitted Planning Report). As outlined in Section 4.5.18.6 of the Planning Report, the element of the Project within the Z2 zoning area will affect a below ground area only and as such will not compromise the land use objective for the lands overhead. The majority of the proposed Charlemont Station and all above ground elements are located within the lands zoned Z5 with the objective "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation". The Station has been designed so that it is integrated with the proposed redevelopment of this site by a third party development, and as such, demonstrates that the proposed Project is consistent with the zoning objective. The MetroLink station design does not result in any segregation of the area, with no surface barriers or walls proposed.</p> |

| Submission No.                                                                                                            |              |          | 114                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 9                                                                                                                         | Letter       | 2        | <p>The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont. The Traffic Study uses a strategic, generalised regional model that does not take local factors into account.</p> <p>Extract from observation 7) - The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account. A key local factor at a Terminus station in Charlemont that runs to the Airport is the huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development.</p> | <p>The MetroLink forms part of an integrated public transport network. The system is designed in an integrated manner so that people travelling from the area south of Dublin to access locations north of Charlemont, such as Dublin Airport, Mater, Swords etc. will utilise public transport to interchange with the MetroLink, or will walk or cycle to access their local station. The system is not designed to encourage people to drive to stations within the City and TII actively discourage people from doing so other than the Park &amp; Ride station at Estuary. TII therefore do not agree with the observation that there will be a “huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport” as this is not borne out by our transport analysis.</p> <p>The Transport Assessment for MetroLink includes for people travelling to/from Dublin Airport from all areas within the extents of the GDA area, therefore it is incorrect to say "The Traffic Study for the local Charlemont area is wholly inadequate as it omitted the modelling of the impact of Airport users coming to the only Dublin South Metrolink station at Charlemont".</p> <p>The NTA's Eastern regional Model (ERM) incorporates a wide range of data sources, including demographic data, land use data, transportation network data, and travel survey data. The system is designed to model a variety of transportation modes, including private vehicles, public transit, walking, and cycling, and to simulate the interactions between these modes. The ERM model has been validated and calibrated using a range of localised data sources to ensure that the model can accurately represent the transport network, these include public transport and vehicle counts from the canal cordon counts. The outputs from the model have been combined with local survey data to undertake the more localised modelling, such as the pedestrian impact assessments, or the local traffic signals. This does not support the observations made "The Traffic Study uses a strategic, generalised regional model that does not take local factors into account." or "The EIA did not properly assess the impact of additional local traffic volumes, rather they used a generalised regional model that does not take local factors into account."</p> <p>Regards the observation there will be a "huge volume of anticipated airport users from Dublin South and greater Dublin/Leinster that will come to Charlemont via car or taxi with luggage for onward destination to the airport. Grand Parade and the residential area around Charlemont-Dartmouth cannot sustain the significant additional traffic volumes associated with this development", this is covered by response (10) below.</p> |

| Submission No.                                                                                                            |              |          | 114                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 Case Refernece Number NA29N.314724 13/01/2023 |              |          |                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| 10                                                                                                                        | Letter       | 2        | 7. The development would have an adverse impact upon traffic during the construction and operational phase, and it has not been properly designed and there is poor integration with other modes of transport. Pedestrian movements in and around the station would be difficult. Grand Parade is an already heavily congested orbital route. | <p>The MetroLink is designed to form part of an integrated public transport network with Charlemont selected as the preferred interchange location in order to maximise the potential interchange with the existing Luas Green Line. In overall terms, Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Construction Phase:<br/>EIAR Appendix A9.5 Scheme Traffic Management Plan presents the analysis undertaken to assess the impact of the traffic management measures on the local road network surrounding the proposed Charlemont Station during the construction phase. At the local level the following parameters have been used to assess impacts on general traffic and on pedestrians:</p> <ul style="list-style-type: none"><li>• Increase in walking distance/quality of service for pedestrians (through removal of footpath, reduction of quality of service, removal of a pedestrian crossing or relocation of crossing by more than 100m);</li><li>• Increase in driver delays at junctions;</li><li>• Changes in traffic flows on surrounding streets; and,</li><li>• Additional distance travelled due to diversions.</li></ul> <p>The analysis undertaken at this location indicates that the increased volume of traffic on Grand Parade and Northbrook Road does not translate into any significant increase in driver delay. The largest increase in driver delay of 12 seconds is registered on the westbound approach on Grand Parade to the Ranelagh Road signalised junction.</p> <p>During the construction phase, pedestrians will experience a reduction in quality of pedestrian infrastructure and space. The construction site boundary will encroach upon footways in the local area, including the northern side of Dartmouth Road, and the southern side of Grand Parade. However, a temporary signalised crossing will be provided west of the Luas to maintain pedestrian access to and from the Stop. Whilst there are partial closures on Dartmouth Road and Grand Parade, pedestrian movements will be maintained on appropriately sized footways through the area.</p> <p>Operational Phase:<br/>A microsimulation VisWalk model has been developed for the immediate area surrounding Charlemont Station during the operational phase. The model covers the full extent of the publicly accessible station area, including the immediate vicinity of the station entrance at street level, the Luas stop and nearby junctions at Charlemont Bridge. In order to accommodate the forecast demand from the proposed Charlemont Station, a new staircase with 2.4m stair width is proposed at the south east corner of Charlemont Luas stop. An elevator will also be provided at this location. Both are sized for MetroLink to Luas, and Luas to MetroLink passenger numbers.</p> <p>In addition, it is proposed that the pedestrian crossing on R111 Grand Parade will be repositioned to the front of the building being developed by Hines. With this infrastructure in place, the model indicates that the R111 Grand Parade will have an acceptable level of service overall, with some reductions in service seen at the pedestrian crossing where pedestrians are required to wait for a green phase at the signals. Overall, it is considered that the model displays an acceptable level of network performance.</p> <p>The proposed pedestrian crossing on Grand Parade will have minimal impact on the traffic flow along Grand Parade and can be programmed to operate in sync with the existing signalised junction at Grand Parade /Charlemont Street to maintain the flow of traffic movements. When the Project is operational, car mode share will decrease, with a reduction of up to approximately 830 car tips to and from the zones surrounding Charlemont Station over the 12hr period in 2065. In overall terms, the Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips, increases in public transport usages and will facilitate walking and cycling to the station, without significantly impacting on the operation of the road network in the area.</p> <p>Furthermore, TII have deliberately designed the Station with minimum set down space (with the exception of a drop-off on Grand Parade for persons of restricted mobility only) or room for taxi ranks so that it does not encourage the Station to be used as a terminus.</p> |



| Submission No.                                                                                                            |              |          | 114                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                    |              |          | Helena Kelly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 11                                                                                                                        | Letter       | 2        | 8. The development will have an adverse impact upon property values, particularly during the construction phase. For many houses in the area there will be a long term and permanent adverse impact upon property values from noise of the operating rail infrastructure, vents, operational noise and signals, escalators, and large traffic volumes - vehicular and pedestrian using the station 19 hours per day. The adverse impact also extends to the loss of amenity for the wider community changing a residential neighbourhood into a noisy, busy, congested major transport hub. | <p>Response (8) above outlines the predicted environmental impacts with regards to noise and vibration, and amenity, while responses (9) and (10) summarise the assessed traffic and pedestrian impacts. TII would note that as explained by response (10) above that in overall terms Charlemont Station will provide for improvements to the public transport network resulting in decreases in private car usage/trips.</p> <p>TII do not agree that the development will have a long term and permanent negative affect. In fact there is strong evidence to suggest that property values will in fact increase in close proximity to public transport infrastructure and that local residents will greatly benefit from having a world class metro system providing access to the city centre, airport and north city at their door step.</p>                                                                                                   |
| 12                                                                                                                        | Letter       | 2        | 9. The development would lead to Anti-Social behaviour. I have significant concerns that this major interchnage station will attract anti-social behaviour for up to 19 hours a day. This is commenon with many European capital interchnages. This currently relatively quiet residential area that benefits from amneities, but the potential for late nifght arrivals, taxi pick-ups, drop-offs and anti-social behaviour would disturb these amenties and alter the nature of the area.                                                                                                 | <p>The risk of anti-social behaviour has been considered by the Project and is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses how this will be managed, including how 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. Subject to data protection impact assessment and compliance with the General Data Protection Regulation (GDPR) CCTV will also be installed throughout the MetroLink system, to provide general security and surveillance of all the public areas. TII would also note Charlemont Station has been deliberately designed without drop-off (with the exception of a drop only for persons of restricted mobility on Grand Parade) and taxi pick-up areas.</p> |
| 13                                                                                                                        | Letter       | 2        | <p>Accordingly, we are requesting the following amendments of An Bord Pleanála:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p>                                                               | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                            |

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| Organisation Name or Name of Submitter                                                                                                                                                            |                                                                                 |          | Hertz Europe Service Centre Limited (represented by Corr Property Consultants)                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                                                          | Section Ref.                                                                    | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| RE: Metrolink Railway Order Application and Supporting Documentation, Client: Hertz Europe Service Centre Limited, Address: 25-28 North Wall Quay, Dublin 2, Ref No: ML1L-A1, ML1K-A7 and ML1K-A6 |                                                                                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                                                                                                                                                                 | 1. Surplus Lands - Permanent                                                    | 1        | There appears to be an acquisition of surplus lands on a permanent basis. This is particularly the case at the bicycle hub building and at the attenuation area at the southern side.                                                                                                                                                                                                                                                                                                                                            | <p>The permanent landtake as detailed is required to accommodate the bicycle hub building on the northern side of the Hertz building; and for the attenuation pond and underground attenuation tanks to the south of the Hertz building. These elements have been sized appropriately to accommodate the forecast cycle storage requirements and the infrastructure necessary to accommodate forecast drainage flows.</p> <p>Details of the proposed landscape finishes to both the bicycle hub, attenuation pond and underground tanks are provided within the Railway Order Plans\Drawings - Landscaping Drawings - Landscaping details FCC &amp; DCC, sheet 3 of 13 (Drawing reference ML1-JAI-ARL-SC01_XX-DR-Y-00003, sheet 3 of 3). The area set aside for the bicycle hub allows for bicycle parking and a structure to house a cafe and changing facilities. Further details of the proposed attenuation pond, together with the adjacent underground attenuation storage, are provided on Plan Drawing number ML-UN 301 K-L (Railway Order Plans of Proposed Railway Works Utilities - Surface Water FCC ML 301 to 303) EIAR Book 3 of 4.</p> |
| 2                                                                                                                                                                                                 | 2. Surplus Lands - Temporary                                                    | 1        | The acquisition of temporary lands is completely excessive and unless it is modified, will have extreme consequences for the daily operations of the premises. As currently planned, the following severe problems are being created:                                                                                                                                                                                                                                                                                            | TII have responded below to the individual observations raised and would note that while they do not consider the acquisition of temporary land is excessive, TII are committed to working with Hertz, as demonstrated by the responses below to ensure the severe problems referred to do not occur.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3                                                                                                                                                                                                 | Surplus Lands - Temporary, (a) Health and Safety                                | 1        | The temporary acquisition area runs right up to the fire exits on the western side of the main building. The fire exits will be blocked by the temporary acquisition. This is completely unacceptable. As the acquisition is currently planned, the premises would not be operational because it would not be compliant with fire regulations and health and safety regulations.                                                                                                                                                 | TII have previously walked the site with Hertz and can confirm that the works will not prevent the use of the existing fire exits through the land temporarily acquired for construction. As requested by Hertz, a minimum 2m access width will be maintained for fire and emergency access and egress, to and from Hertz premises throughout construction. These requirements will be specified by the Main Works Contract.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4                                                                                                                                                                                                 | Surplus Lands - Temporary, (b) Computer Systems and Cooling Units               | 1        | For the continued operation of the business, it is critical that there is access at all times to the cooling units which are on the south west corner of the main building. These cooling units are essential for the large comms rooms that are located immediately inside the building at the location of the cooling units. Hertz is a major international company and the subject premises in Swords serves the European market. The continued operation of the IT's section of the business is critical for its operations. | TII have previously walked the site with Hertz and can confirm that the works will not prevent access to the cooling units on the south-west corner of the main building. This requirement will also be included in the Main Works Contract.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                                                                                                                                                                                                 | Surplus Lands - Temporary, (c) Access to Power Supply Services and Storage Area | 2        | It is critical that the power location point on the south west side is accessible at all times. All of the manholes to the various services, that are located in the temporary acquisition area, will need to be accessible at all times.                                                                                                                                                                                                                                                                                        | TII and their contractors will maintain access and protect (or divert if required) all incoming services to your premises prior to construction starting in the area. This will be a specified contract requirement. Please also see Response (8) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Submission No.                                                                                                                                                                                    |                                                                          |          | 115                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Item No.                                                                                                                                                                                          | Section Ref.                                                             | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| RE: Metrolink Railway Order Application and Supporting Documentation, Client: Hertz Europe Service Centre Limited, Address: 25-28 North Wall Quay, Dublin 2, Ref No: ML1L-A1, ML1K-A7 and ML1K-A6 |                                                                          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 6                                                                                                                                                                                                 | Surplus Lands - Temporary, (d) Mitigation in Relation to Temporary Areas | 2        | An alternative location for a temporary area is at the south east side of the Hertz owned lands. This would facilitate a storage and parking which could reduce the requirement for temporary acquisition areas to the west and south of the main building. In addition, the temporary areas must be set back at all locations around the perimeter of the building so that all the hard surfaces are not being interfered with and there is a minimum pathway of three metres around the entire perimeter of the building.                                                                                                                                                                                                                                                  | <p>Temporary land take is required to facilitate construction works, however, please refer to Response (7) below regarding possible alternative land take to reduce the impact on the existing car parking area.</p> <p>The temporary hoarding line will be adequately set back at all locations around the perimeter of the building so that all the hard surfaces are not being interfered with and there is a minimum available pathway provided around the entire perimeter of the building at all times. Where feasible a 3m clearance from the building to the hoarding line will be maintained. However during the piling operation along the western edge of the building it will not be feasible to provide a 3m offset to the hoarding. During this phase, a minimum 2m offset will be provided from the building to maintain the necessary emergency fire exits and pedestrian flows to the nearest fire assembly point. The hoarding line will then be realigned to a 3m offset on the completion of the adjacent piled wall and ground beam with any damage to the hard surfaces repaired.</p> <p>Please refer to Response (3) above on the 2m minimum requirements for fire/emergency access requirements.</p> |
| 7                                                                                                                                                                                                 | Surplus Lands - Temporary, (e) Temporary Acquisition of Car Parking Area | 2        | There is a completely excessive temporary acquisition of the car parking area to the northern end of the site. This will cause major problems as the area is the visitor car parking area. In addition, it will have a serious impact on the business plan for this Hertz location as it is the intention of the company to lease further space and this leased space will greatly increase the car parking requirements. One of the main issues here is that there is no current start date indicated for the Metrolink Project that is in any way definite. Everything ultimately will be subject to funding and as it stands at the moment, all these temporary areas could be in existence for very many years with negative consequences for the future plans of Hertz. | The land take as detailed is required for the construction of MetroLink, and in particular for the management of traffic marshalling through the main construction phase between Seatown Station and Estuary Roundabout. With regards the lorry holding area, TII would note this is a temporary acquisition and only takes part of a very large site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                                                                                                                                                                                                 | Surplus Lands - Temporary, (f) Power and Data Network                    | 2        | At this point in time, there is no clarity with regard to how power and data networks and other services including sprinkler piping and so on, will be relocated into the building. Clarity around this point is essential. Currently these services are in the area proposed for the station that will be permanently acquired.                                                                                                                                                                                                                                                                                                                                                                                                                                             | The plans for utility diversion required to facilitate access to construct Seatown Station have been included within the section of the Railway Order Plans\Drawings, Utility Drawings - Utility Diversion Book 1 of 4 Fingal County Council. The specific drawing for this location is ML1-JAI-URD-Rout_XX-DR-Y-01014 Plan Drawing ML-UC 301 K-L. These details make provision for maintaining all of the existing services to the Hertz business as the works are progressed. TII's appointed contractors will be required to maintain services to your building as they sequence the works to suit their construction methodology.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9                                                                                                                                                                                                 | 3. Scheme Time Frames and Funding                                        | 2        | There is no definite time frames in relation to the Metrolink Project. As a consequence of this, the Hertz premises is blighted as a property.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>In July 2022, the Government granted Approval in Principle to the NTA to enable the submission of a railway order application by TII to An Bord Pleanála in respect of the MetroLink project (Decision Gate 1). This approval was granted after the Preliminary Business Case (PBC) had undergone significant scrutiny and challenge by bodies that are independent of TII, including DoT and DPER review (including independent review by JASPERS and the Major Projects Advisory Group (MPAG)) of the PBC around timeline, costs and benefits that were updated to inform the Government decision.</p> <p>Work will commence once the statutory planning process has been completed and an Enforceable Railway Order is in place. The timescale then envisaged for construction is indicated in EIAR Appendix A5.2 Construction Programme. Once complete the Hertz buisness will benefit greatly from its proximity to the Seatown Station and high frequency metro services.</p> <p>See also Response (7) above.</p>                                                                                                                                                                                                   |

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| 10                                                                                                                                                                                                | 4. Noise      | 2        | There is a large telephone service section within the premises and construction noise will interfere with the operations of this section of the business. Adequate mitigations in relation to noise and noise monitoring have not been made available.                                                                                                                                                                       | <p>The impact from construction noise on the Hertz building is assessed in EIAR Chapter 13 Airborne Noise and Vibration. The noise levels during construction are predicted to be between 76 to 80 dB at the external facade depending on the construction activity. This is above the acceptable threshold limit of 75dB, resulting in a Moderate to Very Significant impact on the Hertz building during the Construction Phase. As a result, noise mitigation will be implemented including a specific measure in the case of Seatown Station compound to use a 4m high construction site hoarding instead of standard 2.4 m high. However, as outlined in Section 13.7.1.1.1 of Chapter 13, there will be residual impacts at the Hertz building facade (upper floor of western facade). This will require additional measures to be applied at this location as per the Transport Infrastructure Ireland (TII) Airborne Noise and Ground-borne Noise Mitigation Policy (Appendix A14.6 of EIAR Chapter 14) i.e. Noise Insulation. TII are consulting with Hertz to explore possible additional mitigation measures that will be put in place in advance of the commencement of construction. It is anticipated that that the required mitigatios measures (if any) may include additional noise insulation and/or temporary relocation of staff to areas within the exiting premises will be agree with Hertz and implemented pre commencement of construction.</p> <p>Monitoring - During the Construction Phase the contractor will be required to carry out noise and vibration monitoring at representative noise sensitive locations (NSLs) to evaluate and inform the requirement and/or implementation of noise and or vibration management measures. A full monitoring and auditing programme will form part of the Construction Noise and Vibration Management Plan (CNVMP) which will be agreed with the Local Authority prior to the commencement of the Construction Phase. As a minimum, the monitoring programme will include an alert system for threshold exceedances, remote access and a platform for sharing monitoring results between the contractor, TII, and the relevant local authority.</p> |
| 11                                                                                                                                                                                                | 5. Vibrations | 2        | Vibrations caused from excavations and construction work may have very serious consequences for the sensitive IT equipment and servers within the premises. There is an IT development centre located in the main building and this will also be severely impacted by the excessive vibrations that are likely to arise from construction. No details have been provided as to how vibrations can be mitigated or monitored. | Predictions of vibration during piling are at approximately 1.2 mm/s at the building facade. This would reduce to approximately 0.6mm/s inside the building which is below vibration limits proposed by IBM for servers ( <a href="https://www.ibm.com/docs/en/power7?topic=sppp-vibration-shock-25">https://www.ibm.com/docs/en/power7?topic=sppp-vibration-shock-25</a> ) once the frequency is below 65hz. However due to the proximity of the building to the proposed pilling operation, it is proposed that monitoring would be appropriate with a red-amber-green alert system to ensure that the acceptability criterion are not exceeded.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| 12                                                                                                                                                                                                | 6. Dust      | 3        | Construction dust has the potential to cause very serious issues in relation the premises given the sensitive IT equipment and servers and outside cooling units for the servers. This is a matter of major concern to the business.                                                                                                                                  | <p>TII acknowledge your concern and will put measures into place to ensure your property and equipment is not damaged by dust. As outlined in EIAR Chapter 16, Air Quality, section 16.6.1, an Air Quality Management Plan, detailing dust mitigation methods will be prepared prior to the commencement of construction works. This plan will be used to manage and minimise dust emissions from the construction works, with limits (Alert levels) set for locations along the alignment. If these levels are exceeded (triggers) there will be a process in place to notify those affected and works will cease until measures are put in place to ensure limits are not exceeded. A summary of dust mitigation measures (section 16.6.1.1) to be implemented include:</p> <ul style="list-style-type: none"><li>• Material handling systems and site stockpiling of materials designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;</li><li>• Hoardings provided around the construction compounds; and</li><li>• Liaison with local authorities and community groups.</li></ul> <p>When the dust minimisation measures detailed in the mitigation section 16.6 are implemented, fugitive emissions of dust from the site are not predicted to be significant. In addition, it is understood that at this location, the air intake location for the computer servers is significantly remote from the construction site. As such, the potential impacts on computer servers are not considered a significant risk arising from the proposed Project. However, dust monitoring will be included at the air intake location and alert levels set (with a notification process) to ensure that mitigation measures are sufficient to keep dust levels sufficiently low at this location.</p> |  |
| 13                                                                                                                                                                                                | 7. Drainage  | 3        | Adequate details have not been provided in relation to the control of surface water and drainage during the construction period. Any negative consequences in relation to temporary flooding or interfering with drainage, would have serious impacts on the business.                                                                                                | <p>TII can confirm that there will be no negative consequences for Hertz in relation to temporary flooding or interfering with drainage. The requirements that will be placed on the appointed contractors are detailed within the Outline Construction Management Plan (EIAR Appendix 5.1), and specifically at this location: the Water Management Plan; Groundwater Management Plan; and Construction Flood Protection Plan.</p> <p>The following principles of water management will apply: All surface water or increases in the risk of flooding within site compounds will be managed using temporary drainage facilities. There will be no negative drainage or flooding impact to areas adjacent or in close proximity to construction sites, and any potential flooding risk will be designed out through the development of construction drainage and flood mitigation measures. Water management tools employed by TII's contractor will include storage tanks or basins, drained to existing drainage infrastructure or removed from site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 14                                                                                                                                                                                                | 8. Access    | 3        | As currently proposed, one of the main access points for the carparking area is being blocked off by the temporary acquisition area. This is the assembly point for a fire evacuation. In addition, having only one access point, will potentially cause future problems given that there is an intention to expand the use of the premises by letting surplus space. | As noted by response (7) above TII are agreeable to the alternative site proposed by Hertz. In the unlikely event that it is not possible to enact this alternative land take, TII will work with and ensure Hertz is provided with a suitable alternative location for the building fire assembly point.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 15                                                                                                                                                                                                | 9. Security  | 3        | Site security is a matter of major concern for the business as large volumes of sensitive data are stored on the premises. Details in relation to how security will be controlled have not been properly provided.                                                                                                                                                    | TII confirm that the MetroLink site will not compromise the security of the Hertz site. The site compound for Seatown Station construction will be secured with hoarding varying in height from between 2.4 to 4m depending on noise attenuation requirements together with secure gates, site security and CCTV. TII's contractor will liaise with Hertz to ensure that the hoarding and security provision around the boundary of the site interfaces with your existing systems to maintain your site security. Further details of site security requirements are available EIAR Appendix 5.1, sections 5.4 to 5.9 of the Outline Construction Environmental Management Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

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| 16                                                                                                                                                                                                | 10. Design and Build Construction | 6        | Because this will be a design and build project, there are serious concerns in relation to how the contractor will be controlled. On other design and build projects, it would appear that the Acquiring Authority’s main aim is to reduce construction costs regardless of the negative consequences for property owners. This is a major concern to the owner. | <p>TII can confirm that the design and build contractor will be required to design and construct the works in accordance with consent Railway Order and the EIAR for the scheme. The contracts being put in place with potential contractors will be designed to ensure compliance with the consented Railway Order and ensure that the works are carried out in a controlled fashion and do not not exceed the predicted environmental impacts detailed in the EIAR. In addition TII will have a strong supervisory role in the delivery of the contract and will have a strong presence on site to ensure compliance with all relevant standards and constraints.</p> <p>TII as Sponsoring Agency are responsible for the delivery of the MetroLink project. We can confirm that our main aim is to deliver the construction of the scheme in a safe and efficient manner, whilst minimising the environmental impacts of the scheme on property owners during the construction phase. TII therefore do not accept that its main aim is to "reduce construction costs regardless of the negative consequences for property owners".</p> |



| Submission No.                                                                                                                                                                                                                                     |              |          | 116                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Ref: Submission by Hibernia Real Estate Group Limited on the intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. |              |          |                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                                                                                                                                                                                                                                  | Cover letter | 2        | <p>We note that the proposed TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022” is indicated as running under part of our building and this may have implications for its existing structure and fabric,</p> <p>(1 Earlsfort, Block B, Earlsford Terrace, Dublin 2).</p> | <p>On the MetroLink Project, the approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed going under these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5-2 of this report shows that your building has been assessed as falling within the "Very Slight damage" category currently (building reference B -53), an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>The building has been classified under "Damage category 2 or below" following the Refined Phase 2a Building Damage Assessment. EIAR Appendix 5.17 specifies that all buildings that have been subject to a Phase 2a assessment will be reviewed and reassessed by the D&amp;B Contractor. This Phase 2b assessment will use refined and updated parameters available to the D&amp;B contractor as a result of him progressing the development of the detail design and finalising his construction methodology and planning. All buildings that have been classified at the end of the Phase 2b assessment as Damage Category 3 (Moderate) or above (or where there exists any uncertainty after the Phase 2b assessment) will be the subject of a Phase 3 assessment by the D&amp;B Contractor.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>Details on the subsequent Phase 2b and Phase3 building damage assessments are presented in the EIAR Appendix A 5.17, Building Damage Report.</p> |
| 2                                                                                                                                                                                                                                                  | Cover letter | 2        | <p>as well for the extent to which we can refurbish or redevelop it.</p>                                                                                                                                                                                                                            | <p>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.</p> <p>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>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Submission No.                                                                                                                                                                                                                                     |              |          | 116                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Organisation Name or Name of Submitter                                                                                                                                                                                                             |              |          | Hibernia Real Estate Group Limited                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                                                                                                                                                                                           | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ref: Submission by Hibernia Real Estate Group Limited on the intended application by the National Roads Authority (operating as Transport Infrastructure Ireland) for the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. |              |          |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3                                                                                                                                                                                                                                                  | Cover letter | 2        | We also wish to note that we are currently in the process of preparing a planning application for the full re-development of our building and we advise that we retain the right to attend any future oral hearing in relation to the above referenced metrolink. | <p>The Board may, at its absolute discretion, hold an oral hearing on the RO application. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. The Board has confirmed that it intends to hold an Oral Hearing for this project.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p> |

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| Submission No.                                                                                                                |              |          | 117                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          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| Organisation Name or Name of Submitter                                                                                        |              |          | Hines Real Estate Ireland Limited (represented by Waterman Moylan)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| Item No.                                                                                                                      | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| Re : Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, Aercaip House (former 65-68 St. Stephens Green) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              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| 1                                                                                                                             | Submission 1 | 3        | <p>The route selection including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+600 and Chainage 18+700 should be reviewed by NTA / TII to satisfy themselves and to ensure that</p> <p>(a) MetroLink does not cause structural damage to the foundation system supporting our client's building which comprises a mixture of CFA piles (some extending 12.5m below ground level) and pads foundations which are founded on the competent rock.</p> <p>(b) MetroLink does not cause structural damage to our client's building at the basement level. The basement structure forms the waterproof envelope to our Clients building and any damage would result in the ingress of water into the basement.</p> <p>(c) MetroLink does not cause damage to the bespoke cladding; glazing and fragile finishes of our client's building.</p> <p>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> | <p>TII are satisfied that the approach adopted to date for assessment of building damage follows an industry standard approach undertaken on tunnelling and underground projects around the world including on the Channel Tunnel Rail Link and Crossrail in London, the Dublin Port Tunnel and currently on High Speed 2 in England, and therefore that further assessment does not need to be delivered prior to the route being consented. The purpose of the Stage 1 and Stage 2a assessments has been to provide/ensure confidence that the Works will not induce unacceptable damage to buildings/structures along the Route. The primary objective has been to confirm that the structural integrity of each building/structure will not be compromised by the Works.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5-4 of this report shows that the building (AB-37) has been assessed as falling within the "Negligible damage" category currently, an explanation for which can be found in Table 4-4 of the aforementioned report. According to this Table, the Negligible damage category refers to hairline cracks. TII would also like to confirm that the assessment has additionally taken into account the presence of the basement as noted.</p> <p>Despite the low predicted impact of the tunnelling works on your building, it will progress to a subsequent Phase 3 assessment due to the piled foundations and basement structures noted.</p> <p>The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>Ancillary features in each building/structure, which themselves do not contribute to the structural integrity of the building/structure, are considered in the subsequent Phase 3 assessment. The Designer/Contractor is responsible to further investigate the sensitivities of each building/structure to identify those elements within the building/structure curtilage that may not contribute to the structural integrity of the building/structure itself, but will most likely in themselves be sensitive to the excavation and construction processes.</p> <p>In each instance, engaging with the building/structure owner (or their delegated representative) the Designer/Contractor will be responsible for identifying further mitigations if mitigation measures are required. These mitigations might relate directly to the excavation and construction processes (at source measures), or they might relate to a direct protection of the non-structural elements for which damage related concern remain.</p> <p>If, based on the detailed Phase-3 assessment, the impacts are deemed to be unacceptable to items such as building cladding or basement waterproofing (or any other ancillary features) further mitigation measures would then be assessed and implemented. For example enhanced control the TBM slurry pressure in this zone would further reduce face loss and hence impacts. Additionally, there is the ability to increase the separation of the tunnel from your basement structures within the limits of deviation and rail design constraints. Lowering the tunnel alignment would further reduce the settlement but for your building this is unlikely to be needed as it is already in the Negligible damage category.</p> <p>During the Phase-3 assessment, TII will reduce the impacts from those conservatively stated to date such that any unacceptable impacts are negated. This process has been used successfully across major projects elsewhere with buildings of similar cladding and basement detailing.</p> |

| Submission No.                                                                                                               |              |          | 117                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Organisation Name or Name of Submitter                                                                                       |              |          | Hines Real Estate Ireland Limited (represented by Waterman Moylan)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
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| Item No.                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| Re : Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, AerCap House (former 65-68 St. Stephens Green) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 2                                                                                                                            | Submission 2 | 3        | The construction information provided by MetroLink has been reviewed. We refer to the following points:<br>a) Metrolink has assessed the "Groundborne Noise from Tunnel Boring Machine" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's building which is unacceptable.                                                                                                                                                                                                                         | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise during TBM passage for the AerCap House (65 St. Stephen's Green) is 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting a significant impact on the buildings operation for the limited duration of TBM passage. Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source, but noting that the duration of this impact will be in the order of up to two weeks as the TBM passes. It is important to note that the noise level as the TBM passes will be noticeable and perhaps disturbing for some, but will not cause any damage to the property. TII will liaise with Hines Real Estate Ireland Limited to ensure the timing of these impacts are known.<br>The principal mitigation measures aimed at minimising impacts are as follows:<br>- Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.<br>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6, Airborne Noise & Groundborne Noise Mitigation Policy). |  |
| 3                                                                                                                            | Submission 2 | 4        | b) Metrolink has assessed the predicted "Settlement" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 20mm settlement directly under the location of our client's building which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and will cause damage to foundations; basement; superstructure; façade and internal finishes. As previously stated, the basement structure forms the waterproof envelope to our client's building and any damage would result in the ingress of water into the basement. | Please refer to Item 1. The settlement contours calculated were used to undertake the building damage assessment and conclude that typical damage would be Negligible and likely forms of repair would be limited to hairline cracks only. This is a conservative estimate. The Phase 3 assessment which will be undertaken for this building will refine the parameters and generally reduce the potential impacts further.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 4                                                                                                                            | Submission 3 | 4        | The operational information provided by MetroLink has been reviewed. We refer to the following point:<br>a) Metrolink has assessed the "Groundborne Noise from Operation" and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 30db directly under the location of our Clients building which is unacceptable.                                                                                                                                                                                                                                  | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise and vibration for AerCap House (65-68 St. Stephen's Green) during railway operation are as follows:<br>- The predicted level of groundborne noise during the railway operation for 65-68 St. Stephen's Green is 34 dB LASmax, which is below the 40 dB LASmax threshold.<br>- The predicted level of groundborne vibration during the railway operation for 65-68 St. Stephen's Green is 0.009 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.<br>As a result, we consider that no significant impact is expected on the building as a result of Metrolink operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

| Submission No.                                                                                                                |              |          | 117                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Organisation Name or Name of Submitter                                                                                        |              |          | Hines Real Estate Ireland Limited (represented by Waterman Moylan)                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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| Item No.                                                                                                                      | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| Re : Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, Aercaip House (former 65-68 St. Stephens Green) |              |          |                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 5                                                                                                                             | Submission 4 | 4        | MetroLink has proposed to acquire the substratum land located under our client's building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01096 (a copy is attached to this submission). This is unacceptable to our client, as the future potential to develop this prominent commercial site in the future will be damaged. | <p>TII note your concerns about the potential impact of MetroLink Project on future potential development of your site. The acquisition of substratum land beneath the Hines Real Estate Ireland Limited building is to enable the construction of the Metrolink tunnel and protect it from future uncontrolled development.</p> <p>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.</p> <p>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> |  |
| 6                                                                                                                             | Summary      | 4        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                          | <p>TII do not intend to alter the alignment as the building damage assessments undertaken support the validity of the alignment. Refer to Item 1 above.</p> <p>The proposed vertical alignment has already been determined to provide sufficient rock cover to the tunnel and therefore to limit the ground movement impact on the building above to a sufficiently low level.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |

| Submission No.                                                                     |                                                                                                               |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                             |                                                                                                               |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                           | Section Ref.                                                                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                         |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                      |
| 1                                                                                  | Letter                                                                                                        | 2        | TII also note in this correspondence that HSE may be an owner, or occupier of the land, or have rights over or an interest in the land, referred in the documents which will accompany the Railway Order application.<br>30/31 Pearse St. is a HSE property that accommodates the National Drug Treatment Centre (NDTC) and the NDTC Laboratory. Whilst the HSE are supportive of vital infrastructure such as MetroLink we also remain concerned about the potential risks and impacts on our site and service delivery at this location, both during the construction phase and post completion of the Metrolink project.<br>To this end, we attach with this submission a Technical Note from OCSC (dated 21st Nov'22) summarising their findings within the short time frame available for review and outlining the concerns of the HSE regarding the potential impacts on the building and services provided. The HSE requests the Bord to have regard for the general concerns as set-out within the above referenced Technical Note including seeking the Requests for Further Information (RFI's), together with directing the Applicant to agree and incorporate satisfactory mitigation, amend designs and construction proposals accordingly for the MetroLink. We further ask the Bord to include and impose the (non-exhaustive list) recommended conditions also set-out in this Note. | TII note the concerns with regard to 30/31 Pearse Street and responses to the specific issues in the technical note are outlined below.                                                                                                                                              |
| 2                                                                                  | Letter                                                                                                        | 2        | We further ask the Bord to include and impose the (non-exhaustive list) recommended conditions also set-out in this Note.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Please note, any conditions applied to the application, if granted, are at the discretion of An Bord Pleanála. Whilst TII do not believe the requested conditions are necessary, we are happy to engage further with HSE on the requested conditions in advance of the Oral Hearing. |
| 3                                                                                  | Technical note Section 3 - 30/31 PEARSE STREET—NATIONAL DRUG TREATMENT CENTRE (NDTC) 3.1 Building Description | 7        | Building Description (with Plan shown on PDF)<br>30/31 Pearse St. which is currently occupied by the National Drug Treatment Centre (NDTC) is thought to have been built around 1970's. The building oriented primarily in a North/South direction is a 5 Storey brick clad concrete frame building approx. 40m x 15m (fronting onto Pearse St) as indicated per below extract plan. Of particular note are;<br>a) The National Drug Treatment Centre Laboratory ("NDTC Lab" see 3.2 below) and;<br>b) A new lift enclosure and glazed link, thought to have been built late 2000's to early 2010's, located in the North/East corner and directly above the proposed MetroLink tunnel alignment (see below blue shaded)<br>We understand the ESB Sub-station although feeds the NDTC is not in ownership of HSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII appreciate the information provided and are keen to work closely to with the HSE National Drug Treatment Centre to address concerns raised. See below for responses to the specific issues in the technical note.                                                                |
| 4                                                                                  | Technical note Section 3.2 Building Occupancy—HSE National Drug Treatment Centre Laboratory (NDTC Lab)        | 7        | Building Occupancy—HSE National Drug Treatment Centre Laboratory (NDTC Lab)<br>The HSE National Drug Treatment Centre Laboratory (NDTC Lab) is located at 3rd Floor level occupying the northern third of the building as indicated in the extract below.<br>This laboratory is the largest specialist provider of drugs screening for drug treatment services providing an essential nationwide service to the HSE Addiction Services, hospitals, General Practitioners, voluntary organizations, Department of Education (juvenile detention centres), the Probation Service, the Courts Service, the Medical Council, an Bord Altranais and various occupational health departments. The HSE NDTC Laboratory contains much sensitive equipment including Microscopes and High Performance Mass Spectrometers and is accredited by the Irish National Accreditation Board (INAB) to undertake testing in conformity with ISO/IEC 17025:2017 as detailed in Figure 9 above and in the Schedule bearing the Registration number 169T which is available at: <a href="http://www.inab.ie/Directory-of-Accredited-Bodies/Laboratory-Accreditation/Testing/HSE-National-Drug-Treatment-Centre.html">http://www.inab.ie/Directory-of-Accredited-Bodies/Laboratory-Accreditation/Testing/HSE-National-Drug-Treatment-Centre.html</a>                                                                      | TII appreciate the information provided and are available to work closely with the HSE National Drug Treatment Centre to address concerns raised. See below for responses to the specific issues in the technical note.                                                              |
| 5                                                                                  | Technical note Section 3.2 Building Occupancy—HSE National Drug Treatment Centre Laboratory (NDTC Lab)        | 8        | The Laboratory also performs an essential trend monitoring role including the first ever back of house drug testing service in Ireland at Electric Picnic Festival 2022 membership and the first Irish Syringe Analysis Project as part of the European Escape Syringe Testing Project 202. The laboratory contributes to Early Warning Emerging Trends Committee and the Working Group set up by HSE under action 1.3.11 under National Drug Strategy 2017-2025 (map as shown on PDF )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII appreciate the information provided and are available to work closely to with the HSE National Drug Treatment Centre to address concerns raised. See below for responses to the specific issues in the technical note.                                                           |



| Submission No.                                                                     |                                                                                                  |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                           |
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| Organisation Name or Name of Submitter                                             |                                                                                                  |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                           |
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| Item No.                                                                           | Section Ref.                                                                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                              |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                           |
| 6                                                                                  | Technical note Section 4<br>- METROLINK ALIGNMENT under NDTC BUILDING - 4.1 Alignment & Details  | 9        | The proposed MetroLink tunnel alignment will consist of a single bore bi-directional tunnel, approx. 8.5m internal diameter and primarily constructed by means of a tunnel boring machine (TBM).<br>Reviewing the extract below from the proposed MetroLink Alignment drawings, it can be seen that the proposed alignment extends diagonally across the Northeast corner of 30/31 Pearse St, but most particularly under the new lift shaft enclosure as referenced earlier under 3.1 above. Tara Station is also in relatively close proximity to the rear of the building. (map shown on PDF)<br>The depth of the tunnel where it passes underneath 30/31 Pearse St is approx.: The depth of the tunnel where it passes underneath 30/31 Pearse St is approx.: <ul style="list-style-type: none"><li>• c.24m below existing ground/road to proposed track level</li><li>• c.15-16m below existing ground/road to crown of tunnel (map shown on PDF)</li></ul>                                                     | The details provided in this submission item are correct. |
| 7                                                                                  | Technical note Section 4<br>- METROLINK ALIGNMENT under NDTC BUILDING - 4.1 Property Acquisition | 10       | Property Acquisition<br>Property Acquisition<br>The Railway Order, if granted, will allow the Applicant, TII to proceed with the construction & operation of MetroLink, It also includes powers for TII to acquire compulsorily land or rights in, under and over land or any Substratum of land specified in the order. This will include Substratum lands at 30/31 Pearse St. and TII have forwarded the below relevant extracted drawings indicating the extent of the lands or rights affected as part of the Substratum acquisition relating to 30/31 Pearse St. with a unique land take reference number "ML60-U29". It can be seen that the substratum acquisition includes land both within and outside the building footprint. (See Map in PDF)<br>In the Railway Order, Substratum is defined as;<br>“substratum of land” means any subsoil or anything beneath the surface of land required —<br>a. for the purposes of the authorised works, or<br>ii. for any other purposes connected with this Order; | The details provided in this submission item are correct. |
| 8                                                                                  | Technical note Section 5<br>Potential Impacts<br>Section 5.1 General                             | 12       | General<br>The Potential for impacts on the Building and its Occupancies are likely to arise under the following significant phases of the MetroLink Project. Whilst it appears that there are no Enabling Works immediately surrounding 30/31 Pearse St., there are significant Enabling works associated with the construction of Tara Station in close proximity. <ul style="list-style-type: none"><li>•Enabling</li><li>•Construction</li><li>•Operation</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Noted.                                                    |

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| Submission No.                                                                     |                                                                              |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| Organisation Name or Name of Submitter                                             |                                                                              |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
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| Item No.                                                                           | Section Ref.                                                                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 9                                                                                  | Technical note Section 5<br>Potential Impacts<br>Section 5.2.1<br>Settlement | 12       | Impacts During Construction<br>5.2.1 Settlement<br>The potential for building settlement to occur during construction will predominantly arise from the tunnel construction (TBM or Blasting) and de-watering proposals.<br>As part of the Railway Order application, the Applicant has prepared a Building Damage Assessment (Appendix A5.17) which has set-out the process for Assessment of Settlement.<br>The methodology used to predict ground movements and assess building damage has been adopted using the well-recognized worldwide Industry Standard three phase ground movement impact assessment, noted to have been undertaken for tunnels and underground projects including the Dublin Port Tunnel, Channel Tunnel Rail Project, Crossrail and High Speed 2 (HS2) with other worldwide examples.<br>Section A5.17 further describes and assesses this approach. In summary;<br>• Phase 1: Generic assessment of "Greenfield" settlement contours using generic ground parameters, screening of sensitive receptors including building, structures and services<br>• Phase 2: Assessment of potential damage to receptors identified from Phase 1 based on standard assumptions and classified into damage categories 0-5, receptors placed in damage category of 3 or greater carried to Phase 3; and<br>• Phase 3: Each receptor from Phase 2 considered individually to determine its behaviour using detailed information, refined ground characteristics + modelling together with sophisticated finite element assessment methods. The Applicant notes that this assessment is likely to be carried out by the D&B Contractor. | Any potential ground movements affecting 30/31 Pearse St will arise from TBM tunnelling. - No impacts to this building from blasting and dewatering at Tara Station are predicted. The settlement contours generated at Phase 1 conservatively predict settlement and the Phase 2a assessment has been undertaken on your building. This assessment, still considered conservative, predicts Negligible impacts due to the predicted settlement. No Phase 3 assessment is therefore required.                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 10                                                                                 | Technical note Section 5<br>Potential Impacts<br>Section 5.2.1<br>Settlement | 12       | A marked-up extract (extract Fig 20.16 below) of the Phase 1 assessed "Greenfield" settlement contours relating to 30/31 Pearse St. is set-out below and from this assessment, it can be seen that the MetroLink has the potential to generate settlements of between 1mm to 20mm(plus) across the building footprint. More particularly, the assessment predicts a potential differential settlement varying between the 10mm-20mm contours across the area of the new lift shaft thus rendering vulnerable to out-of-plumbness. Such differential settlements have the potential to cause damage across the building and will thus necessitate the more detailed Phase 3 building damage impact assessment (map in PDF)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The assessment details are given in the Chapter 4 of the Damage Assessment Report of Buildings and Other Assets.<br><br>The settlement contours shown on Figure 20.16 of Appendix B are based on Phase-1 assessment with very conservative (absolute worst case) tunnelling volume loss parameters and its purpose is to define the boundaries for the buildings for subsequent assessments. However, Phase 2a has been carried with refined (but still conservative) tunnelling volume loss parameters with the consequent reduction in the greenfield settlements. This assessment identified that negligible impacts are predicted for this building.                                                                                                                                                                                                                                                        |  |
| 11                                                                                 | Technical note Section 5<br>Potential Impacts<br>Section 5.2.1<br>Settlement | 13       | Section 4,7 "Settlement Effects Due to De-Watering" (Appendix A5.17) focuses primarily on Station Box construction and indicates that "No external dewatering (outside of the site boundaries) will be permitted during the construction of the station boxes, that increases the impact due to settlement on others, beyond the natural ground water fluctuations. Any settlement due to the short-term lowering of the water table outside the station box will therefore be constrained to within the site boundaries." This needs to be clarified in the context of Tara Station construction which is in close proximity to 30/31 Pearse St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Tara Street dewatering will be internal to the station box excavation minimising external drawdown and hence there is no impacts on 30/31 Pearse Street predicted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 12                                                                                 | Technical note Section 5<br>Potential Impacts<br>Section 5.2.1<br>Settlement | 14       | The Applicant does not appear to have given any specific consideration to 30/31 Pearse St. building which according to the Phase 1 "Greenfield" assessment seems to have the potential to cause damage which might affect the building, levels of service and its Occupants. As per section 4.1 of Appendix A5.17, 30/31 Pearse St. should be classified as a Type D "Sensitive" building with a Phase 3 damage assessment undertaken.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 30/31 Pearse Street has been considered in the EIAR assessments. TII would refer you to the Building Damage Report in Appendix 5.17 of the EIAR. This building is referenced as B49 McCarthy Centre and specifically listed in Appendix B1 of that document. Furthermore, Table 5.2 in the same document presents the results of the Phase 2a assessment and concludes that the building would remain within the negligible damage category and hence does not require a stage 3 assessment.<br><br>If a Phase 3 assessment is permitted, this will set a precedent for other building owner/occupiers along the tunnel alignment whose buildings have been assessed as being negligibly impacted to request Stage 3 assessments also. Given the extent of time required for these additional building assessments which have been identified as not required, this could represent a risk of programme impact. |  |

| Submission No.                                                                     |                                                                                             |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                           | Section Ref.                                                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 13                                                                                 | Technical note Section 5<br>-Potential Impacts<br>Section 5.2.2 Noise and Vibration         | 19       | EIAR Chapter 14 "Ground-borne Noise and Vibration" assesses the impact of the MetroLink Project arising from Ground-borne Noise & Vibration during the Construction and Operational Phase. As noted earlier for other aspects and whilst there are references to properties either side, there does not appear to be any specific reference to 30/31 Pearse St.                                                                                                                                                                                    | TII recognises the importance of the National Drug Treatment Centre and the service it provides. Buildings included in the noise and vibration assessment near 30/31 Pearse Street (e.g. 35 Pearse Street) have been included as they are residential buildings and are therefore sensitive to noise and vibration. 30/31 Pearse Street is not referenced as it is an outpatient / non-residential service and therefore less sensitive to noise and vibration. TII are happy to engage further with the NDTC to address their concerns about effects of MetroLink construction or operations on potential sensitive equipment.                                                                                                                                                                                                                                                                                                                                      |
| 14                                                                                 | Technical note Section 5<br>Potential Impacts<br>Section 5.2.2 Noise and Vibration          | 19       | From a Noise perspective and using No. 35 Pearse St by way of a benchmark reference (Noise only), the assessed impact is described in table 14.28 as "Noticeable to all and disturbing to some over a number of days" This is a matter of some concern to the HSE and the NDTC occupancies.                                                                                                                                                                                                                                                        | TII understand your concern regarding ground borne noise during the TBM passage, however this would only be for a short period of time, of up to 2 weeks. Noise and vibration levels will not be evenly distributed over that period as it would peak for 2 to 3 days when the TBM is closest (Section 10.5.1.3 Chapter 10 Human Health)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15                                                                                 | Technical note Section 5<br>- Potential Impacts<br>Section 5.2.2 Noise and Vibration        | 19       | Similarly, the rear of 30/31 Pearse St is not too far away from parts of the proposed Tara St station for which as described in section 14.4.1.10, "Blasting" may be used for excavation at underground stations. Table 14.14 "Construction Activities Considered" notes "Effects on highly sensitive laboratory equipment could occur at up to 1000m if not mitigated."<br>The Applicant should assess the effect of Construction activities (including TBM passage & "Blasting") on the NDTC building and its occupancies for Vibration & Noise. | Where blasting is necessary, the blasts will be designed by a specialist contractor to avoid significant effects. If this cannot be achieved, an alternative to blasting will be employed (Section 14.6.1.3 Chapter 14). The effects of blasting will be mitigated. As Dublin Fire Brigade HQ (nearby building) is a sensitive receptor, minimisation of the maximum instantaneous charge weight or alternatives to blasting will be used.<br><br>TII are happy to engage further with the NDTC to address their concerns about effects on construction on sensitive equipment.                                                                                                                                                                                                                                                                                                                                                                                      |
| 16                                                                                 | Technical note Section 5<br>- Impacts During Operations<br>Section 5.3.1 Noise & Vibrations | 19       | Noise & Vibration<br>EIAR Chapter 14 "Ground-borne Noise and Vibration" assesses the impact of the MetroLink Project arising from Ground-borne Noise & Vibration during the Construction and Operational Phase. As noted earlier for other aspects and whilst there are references to properties either side, there does not appear to be any specific reference to 30/31 Pearse St.                                                                                                                                                               | Please refer to response item (13).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 17                                                                                 | Technical note Section 5<br>- Impacts During Operations<br>Section 5.3.1 Noise & Vibrations | 19       | From a Noise perspective and using No. 35 Pearse St by way of a benchmark reference, the assessed impact is described in table 14.43 as "No significant impact".                                                                                                                                                                                                                                                                                                                                                                                   | In this instance 'no significant impact' means that during the operational phase, there will be no predicted negative effects from ground borne noise on this building or its occupants.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 18                                                                                 | Technical note Section 5<br>- Impacts During Operations<br>Section 5.3.1 Noise & Vibrations | 19       | From a Vibration perspective, there doesn't appear to be any appropriate impact assessment for 30/31 Pearse St. The closest similar comparison would relate to some of the buildings and occupancies assessed within the TCD building stock, with description in table 14.46 of potential impact as "Potential impact on sensitive equipment"                                                                                                                                                                                                      | 30/31 Pearse Street has been considered in the assessments carried out to date. We would refer you to the Building Damage Report in Appendix 5.17 of the EIAR. This building is referenced as B49 McCarty Centre and specifically listed in Appendix B1 of that document. Furthermore, table 5.2 in the same document presents the results of the Phase 2a assessment and concludes that the building would remain within the Negligible damage category and hence does not require a stage 3 assessment.<br><br>TII would also like to note that they have previously engaged in consultation in 2019 by means of a sensitive receptor/equipment questionnaire. Following initial issuing of the questionnaire and subsequent follow up a response was not received and therefore was not included. However, TII are happy to engage further with the NDTC to address their concerns about effects on construction and operations on potential sensitive equipment. |

| Submission No.                                                                     |                                                                                                           |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                           | Section Ref.                                                                                              | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                                           |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 19                                                                                 | Technical note Section 5<br>- Impacts During Operations<br>Section 5.3.1 Noise & Vibrations               | 19       | Due to the very sensitive nature of the NDTC Lab located within 30/31 Pearse St. consideration shall be given to installing a "floating slab" anti-vibration system within the tunnel for a distance either side under this building to reduce and mitigate the impacts of vibrations on the Occupancies & Equipment— All as described in section 14.5.2 "Operational Phase" & Table 14.47 for sensitive receptors and similar to that proposed for buildings in close proximity i.e. TCD.                                                                                                                                                                                                                                                                                                                                                              | Please refer to response (18).                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 20                                                                                 | Technical note Section 6<br>- Monitoring and Liaison<br>6.1 General                                       | 20       | Apart from reference under Property Acquisition & Ownership, we have not encountered any other specific reference to this property at 30/31 Pearse Street in the more Technical Sections of the Application which might suggest that the Applicant is not aware or familiar with the sensitivity of the building and most particularly, some of the activities undertaken within, namely the NDTC Lab                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Please refer to response item (18).                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 21                                                                                 | Technical note Section 6<br>- Monitoring and Liaison<br>6.2 Monitoring of Building & Equipment            | 20       | Monitoring of Building & Equipment<br>It is recommended that settlement, noise and vibration monitoring equipment be installed at and within 30/31 Pearse Street building to;<br>i. Assess current background levels to inform appropriate "Trigger" levels<br>ii. Monitor during the Construction Works<br>iii. Monitor during Operation<br>Appropriate "Trigger" levels on a Traffic Light system basis should be established based on background levels together with Best Practice and Industry Standards referenced and predicted within the EIAR.                                                                                                                                                                                                                                                                                                 | As outlined in table 5.2 of the Building Damage Report (EIAR Appendix 5.17), the building would remain within the Negligible damage category having regard to settlement and hence does not require a stage 3 assessment. TII are happy to engage with the NDTC to agree appropriate noise and vibration monitoring at locations of sensitive equipment within the building.                                                                                                          |
| 22                                                                                 | Technical note Section 6<br>- Monitoring and Liaison<br>6.2 Monitoring of Building & Equipment            | 20       | We would suggest (as non-exhaustive) the following instrumentation as a Minimum:<br>Settlement monitoring points, Movement Targets &Tape Extensometer points, Crack Gauges, Electrolevels & Tiltmeters<br>Vibration Monitoring Sensors (Internal & External) Noise Monitoring<br><br>The instrumentation should be logged in "real-time" basis and if/when trigger levels are exceeded, ALL Stakeholders are contacted and pre-agreed mitigation proposals implemented.                                                                                                                                                                                                                                                                                                                                                                                 | Please refer to response item (21).                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 23                                                                                 | Technical note Section 6<br>- Monitoring and Liaison<br>6.3 Liaison - 24- Hour Emergency Contact Services | 20       | Liaison — 24 Hour Emergency Contact Services<br>A 24-Hour Emergency Contact should be available for relevant Stakeholders (building Owners, Occupiers & Professionals) where cause for concerned arises.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Details of an emergency response plan are outlined in Section 5.10 of EIAR Appendix A5.1 (Outline CEMP). The contractor(s) will be required to develop an Emergency Response Plan and to detail emergency incident response procedures in the detailed CEMP. The Emergency Response Plan will contain emergency phone numbers and the method of notifying local authorities, statutory authorities and stakeholders. Contact numbers for key personnel will also be included therein. |
| 24                                                                                 | Technical Note Section 7 - PROPOSED RFI's & SUGGESTED CONDITIONS<br>7.1 General                           | 20       | As referred earlier and whilst it is noted that other buildings and properties along Pearse St. (some being further away from the proposed tunnel alignment than the NDTC) are referenced and assessed for Impacts throughout the Application, the HSE as owners of 30/31 Pearse St does not appear to have been consulted to an appropriate level of detail for a building subject to such potential for impact, nor indeed does the building appear to have been given due consideration. As a consequence, the HSE and its Advisers has had little time to consider the possible implications and to review these in advance with the Applicant. We suggest & recommend that particular consideration is focused on this building due to the Sensitivities and Occupancies and propose the following RFTs & Conditions are imposed on the Applicant. | Please refer to response item (18).                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                                     |                                                                                    |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                             |                                                                                    |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                   |
|                                                                                    |                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                   |
| Item No.                                                                           | Section Ref.                                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                      |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                   |
| 25                                                                                 | Technical Note Section 7<br>7.2 Proposed requests for Further Information (RFIs)   | 20       | Proposed Requests for Further Information (RFIs)<br>We understand that an Oral hearing is likely to be conducted into this Application. We would propose the following non-exhaustive series of RFI's are forwarded to the Applicant for immediately addressing with responses returned well in advance of any Oral hearing.                                                                                                                                                                                                                                                                                                                      | TII have provided responses to the Requests for Further Information (RFIs) below, however are happy to engage further with HSE with regard to the outputs of the EIAR and other RO documentation. |
| 26                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs) | 20       | RFI 1<br>Apart from proximity to the proposed Tara Street Station, it appears that no Enabling works or ground level works are proposed in the immediate vicinity of 30/31 Pearse St. building. The Applicant should confirm that this is the case.                                                                                                                                                                                                                                                                                                                                                                                               | This is a correct assumption. There may be Instrumentation and Monitoring as outlined in response to item (21). These details will be agreed with the building owner.                             |
| 27                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs) | 21       | RFI 2<br>The Applicant should prepare a more detailed Phase 3 Building Subsidence & Damage Assessment specific for this building at 30/31 Pearse St, having specific regard for the more sensitive areas of the building.                                                                                                                                                                                                                                                                                                                                                                                                                         | Please refer to response item (12).                                                                                                                                                               |
| 28                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs) | 21       | RFI 3<br>Section 4.7 "Settlement Effects Due to De-Watering" (Appendix A5.17) focuses primarily on Station Box construction and indicates that "No externa/ dewatering (outside of the site boundaries) will be permitted during the construction of the station boxes, that increases the impact due to settlement on others, beyond the natural ground water fluctuations. Any settlement due to the short-term lowering of the water table outside the station box will therefore be constrained to within the site boundaries. "This needs to be clarified in the context of Tara Station construction in close proximity to 30/31 Pearse St. | Please refer to response item (11).                                                                                                                                                               |
| 29                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs) | 21       | RFI 4<br>The Applicant should carry-out and prepare a detailed Vibration Assessment specific for this building at 30/31 Pearse St, for both the Construction & Operation Phases, having specific regard for the more sensitive activities undertaken within this building together with inclusion of appropriate mitigation measures.                                                                                                                                                                                                                                                                                                             | Please refer to response item (18).                                                                                                                                                               |
| 30                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs) | 21       | RFI 5<br>Section 14.2.1.3of Chapter 14 references "Especially Sensitive Receptors-Construction and Operation" and describes such receptors as "Receptors with particularly sensitive to vibration include laboratories containing sensitive equipment such as electron microscopes, buildings containing fragile artefacts". The NDTc Lab located within the 3rd floor would fall within this categorization and therefore should be assessed accordingly. 30/31 Pearse St does not appear to have been included by the Applicant as falling within this category and should be assessed accordingly.                                             | Please refer to response item (18).                                                                                                                                                               |

| Submission No.                                                                     |                                                                                     |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                             |                                                                                     |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                           | Section Ref.                                                                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                              |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                           |
| 31                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs)  | 21       | RFI 6<br>Section 14.4.1.10 of Chapter 14 references "Blasting" to be used for excavation at underground station and Table 14.34 assess impact of same at Dublin Fire Brigade HQ as "Significant" describing as "Blasting would be noticeable to people within the building and just above threshold for structures". The rear of 30/31 Pearse St is not too much further away from parts of the proposed Tara St Station. Table 14.14 "Construction Activities Considered" notes "Effects on highly sensitive laboratory equipment could occur at up to 1000m if not mitigated." The Applicant should assess the effect of Blasting on the NDTC building and its occupancies for Vibration & Noise and present the findings with appropriate mitigation measures (if necessary) well in advance of an Oral hearing.                               | Please refer to response item (15).                                                                                                                                                                                                                                                       |
| 32                                                                                 | Technical Note Section 7 -<br>7.2 Proposed requests for Further Information (RFIs)  | 21       | RFI 7<br>The HSE request confirmation to be kept informed throughout the remainder of the An Bord Pleanála process and reserve the right to seek further information on the Construction & Operation of the MetroLink. In addition, the HSE requests that if an Oral hearing is to be conducted into the MetroLink project that they will be invited to attend and reserve the right to make a further submission at this Oral Hearing stage.                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to response item (25).                                                                                                                                                                                                                                                       |
| 33                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 21       | Suggested Conditions to be Applied to Application<br>Having regard to the potential for Impacts on 30/31 Pearse Street and the very sensitive nature of its Occupants, namely, the National Drug Treatment Centre Laboratory, we recommend the following conditions be applied to the Application unless clearly demonstrated that no negative impacts will arise from the Construction and or Operation of the MetroLink.                                                                                                                                                                                                                                                                                                                                                                                                                        | Please note, any conditions applied to the application, if granted, are at the discretion of An Bord Pleanála.                                                                                                                                                                            |
| 34                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 1 Building Settlement<br>The maximum allowable differential settlement under the NDTC Building at 30/31 Pearse St. shall be limited to avoid any Structural Damage or Interruption to service delivery.<br>The Applicant does not appear to have given any specific consideration to 30/31 Pearse St. building which according to the Phase 1 Generic Assessment Based on "Greenfield" Settlement Contours seems to have the potential to cause damage which might affect the building, levels of service and its Occupants. As per section 4.1 of Appendix A5.17, 30/31 Pearse St. shall be classified as a Type D "Sensitive" building with a more detailed Phase 3 Building Subsidence & Damage Assessment undertaken.<br>Appropriate mitigating & remediation shall be implemented where damage of a "Cosmetic" nature might arise. | TII do not believe the requested condition is necessary. Please refer to response item (12) in relation to the assessment of building damage at this property within the EIAR.<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing. |
| 35                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 2 Construction Methods in Rock<br>The method of construction in rock shall be appropriate to avoid damage and noise impacts to the NDTC building and its Occupants. No Blasting shall be used until demonstrated that it will have no negative impacts on the NDTC building and its Occupancies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII do not believe the requested condition is necessary. Please refer to response item (15) in relation to blasting during construction.<br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing.                                           |



| Submission No.                                                                     |                                                                                     |          | 118                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                             |                                                                                     |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                           | Section Ref.                                                                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 36                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 3 Ground-borne Vibrations, NDTC Lab<br>Due to the very sensitive nature of the NDTC Lab located within 30/31 Pearse St. this building & the NDTC Lab shall be considered as an "Especially Sensitive Receptor" and assessed accordingly for Ground-borne vibrations both during Construction & Operation. Where necessary, appropriate Mitigation measures shall be implemented prior to the occurrence of any detrimental impacts                                                                                                                                                                                                                 | TII do not believe the requested condition is necessary. Please refer to response item (13) in relation to the sensitivity of the building.<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing.                                                                                                                                                                                                                                                                                                                                                               |
| 37                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 4 Ground-borne Vibrations— Operation, NDTC Lab<br>Due to the very sensitive nature of the NDTC Lab located within 30/31 Pearse St. the Applicant shall install a "floating slab" anti-vibration system within the tunnel under this building to reduce and mitigate the impacts of vibrations on the Occupancies— All as described in section 14.5.2 & Table 14.47 for sensitive receptors and similar to that proposed for buildings in close proximity i.e.. TCD.                                                                                                                                                                                | TII are happy to engage further with the NDTC to address their concerns about effects of operations on sensitive equipment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 38                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 5 Ground-borne Vibrations, Building related<br>The Ground-borne vibrations in the vicinity of 30/31 Pearse St. building shall be limited to ensure that there will be a "Low probability of adverse comment from the building Occupants" and no damage to the building.                                                                                                                                                                                                                                                                                                                                                                            | TII do not believe the requested condition is necessary. Please refer to response items (12) and (15) in relation to the assessment this property within the EIAR.<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing.                                                                                                                                                                                                                                                                                                                                        |
| 39                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 6 Monitoring<br>A comprehensive suite of Monitoring Instrumentation shall be installed both on and within the building at 30/31 Pearse St. in advance of any works and shall remain in place for an agreed period of time post Operation.                                                                                                                                                                                                                                                                                                                                                                                                          | TII do not believe the requested condition is necessary. Please refer to response item (21) in relation to monitoring at this location. TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing.                                                                                                                                                                                                                                                                                                                                                                          |
| 40                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 7 Noise, Dust & Dirt<br>From a Noise perspective and using No. 35 Pearse St by way of a benchmark reference, the assessed impact during the passage of the TBM is described in table 14.28 as "Noticeable to all and disturbing to some over a number of days" is a matter of some concern to the HSE and the NDTC occupancies and appropriate mitigation shall be incorporated.<br>30/31 Pearse St. building is in close proximity to the location of Tara St. station. As part of the nuisance related matters including the Minimization Plans, the Properties and Streets in the surrounding areas shall be kept clean and clear at all times. | TII do not believe the requested condition is necessary. Please refer to response item (14) in relation to the passage of the TBM.<br><br>Pearse Street will remain accessible during the construction and operation of the proposed Project (Section 9.6.1.2.4.2 Chapter 9). As outlined in EIAR Appendix A5.1 (Outline CEMP), working areas will be kept clean and clear. Additionally, public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary (Table 6.3).<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing. |

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| Submission No.                                                                     |                                                                                     |          | 118                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Organisation Name or Name of Submitter                                             |                                                                                     |          | HSE National Drug Treatment Centre - Austin Lyons A/Chief Assistant Technical Services Officer HSE Capital and Estates                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                           | Section Ref.                                                                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |                                                                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 41                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 22       | Condition 8 Emergency Contacts<br>A 24-hour "manned" Emergency Contact person & facility should be made available to contact should relevant Stakeholders (building Owners, Occupiers & Professionals) become concerned or where cause for concern arises. This facility should be operated and manned by Technically Competent Personnel capable of dealing with such matters as are likely to arise. | TII do not believe the requested condition is necessary as, as detailed in Appendix A5.1 Outline Construction Environmental Management Plan, the Stakeholder Communications Plan, prepared by the contractor(s), will include details of contact names and numbers for any complaints that may arise during the works.<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing. |
| 42                                                                                 | Technical Note Section 7 -<br>7.3 Suggested Conditions to be Applied to Application | 23       | Condition 9 Consultation<br>The HSE shall be kept informed throughout the course of the project (Construction & Operation) by TII or their Agents of any identified Risks to Service Delivery (Building + Occupancies) and any proposed mitigation measures shall be agreed well in advance with the HSE or Agents acting on behalf of HSE.                                                            | Please refer to response item (25).<br><br>TII are happy to engage further with HSE on the requested condition in advance of the Oral Hearing.                                                                                                                                                                                                                                                                                    |

| Submission No.                                                                                                                                                                   |              |          | 119                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Organisation Name or Name of Submitter                                                                                                                                           |              |          | Hugo Byrne CO John Byrne (represented by ILTP Consulting)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Item No.                                                                                                                                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Re. Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, Submission on Behalf of Mr. Hugo Byrne C/O Mr. Joh Byrne on Proposed Scheme and CPO of Client Lands |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                                                                                                                                                                | Letter       | 1        | We would like to bring to the attention of ABP the likely timeline for the completion of the proposed Metrolink, which we estimate would be completed by the early 2030s at the earliest and more realistically by 2035. Our client wishes to ensure that the retained lands, particularly those to the east of the proposed Metrolink can come forward for development in advance or in tandem with the proposed Metrolink Scheme.                                                                                                                                                                                                                                                                                                                                                                                 | TII have responded below to the matter of access being provided to these retained lands and these retained lands being returned to Mr. Hugo Byrne.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                                                                                                                                                                                | Letter       | 1        | The attached map shows an area of CPO (Compulsory Purchase Order) permanent land take to the east of the proposed Metrolink, which our client feels is unnecessary and excessive for the proposed Metrolink scheme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII understand that the land being referred to is that coloured turquoise shown by Figure A. TII do not agree that the requested lands are unnecessary or excessive. The land take will be required for MetroLink construction phase as explained by EIAR Chapter 21, Landtake, Table 21.6 Construction Phase Land Take Impact Assessment and will be required to support construction of the M50 Motorway viaduct south section and to accommodate part of the construction compound No. 3. Further details on the construction of the M50 motorway viaduct are presented in Section 5.9.2 M50 Viaduct of the EIAR Chapter 5 (MetroLink Construction Phase), and the phasing of the works is detailed further in Section 7 of the EIAR Appendix 5.3 (Construction Sequence Report). |
| 3                                                                                                                                                                                | Letter       | 1        | <p>In addition, the retained lands in this area could not come forward for development in a timely fashion, or at all, as the retained lands in this area are only shown on the scheme drawing as having access to the existing dwelling house, where Mr. Hugo Byrne currently resides.</p> <p>On behalf of our client we are currently seeking change to the access arrangements and the area of permanent land take as set out in Figure A attached.</p> <p>We are on behalf of our client in ongoing with Transport Infrastructure Ireland (TII) in respect to these proposed changes and significant progress was made in respect to same in recent weeks.</p> <p>We would hope an agreement will be put in place between our client and TII over the coming weeks that might resolver our client concerns.</p> | Without prejudice to response (2), TII acknowledge the discussions which are ongoing with Mr Byrne and his represenatives and will seek to reach agreement in relation to this issue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4                                                                                                                                                                                | Letter       | 2        | We would respectfully request ABP to consider the proposed modifications to the proposed Metrolink Scheme and CPO and to include same as part of any scheme approval in the absence of any agreement being reached with TII.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | It is the intention of TII to reach agreement with Mr Hugo Byrne. Request to ABP is noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                          |                                |          | 121                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                  |                                |          | Iarnród Éireann                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                | Section Ref.                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| IÉ Observations (for submission to ABP) relating to MetroLink Railway Order application - 11 <sup>th</sup> January 2023 |                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                       | Cover letter - IE Observations | 1        | While land required for the purposes of transport services may be included in a Compulsory Purchase Order application, Section 130 of the Transport Act 1944 precludes the compulsory acquisition of such land without the previous consent of the Minister for Transport.                                                                                                                                                                                            | TII agree with the interpretation of Section 130 of the Transport Act 1944 which as correctly stated precludes the compulsory acquisition of such land without the previous consent of the Minister for Transport. Accordingly, if the Railway Order is confirmed, and the CPO is granted, no Notice to Treat will be served without Ministerial consent. As is normal practice TII will enter into an agreement with CIE / Irish Rail, at the appropriate time, that addresses and deals with any and all land consideration requirements and which allows for any such consents to be made available on receipt of an Enforceable Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                                                                                                                       | Cover letter - IE Observations | 1        | Current indications are that Metrolink will commence construction after DART+ West works are completed, and DART+ Southwest is started and/or completed, and it is on this basis that Iarnród Éireann identified the following issues and observations that will require further resolution and agreement between TII and Iarnród Éireann prior to the commencement of the construction process. Other issues may arise should the sequencing of the projects change. | <p>There is uncertainty around the timing of both projects, and in fact the duration of the planning process for both schemes will have a significant impact on which scheme proceeds to construction first.</p> <p>TII recognise that there is a possibility the Dart + West and Dart+ Southwest may commence in advance of Metrolink. It is working with Iarnród Éireann to seek to present an agreed approach at the oral hearings for each project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3                                                                                                                       | Glasnevin Station 1            | 1        | 1. While it is understood that Metrolink construction will be impactful on Iarnród Éireann services and our customers, every effort must be made to minimise those impacts. The prolonged closures of the MGWR and GSWR lines proposed by TII at Glasnevin, of 21 and 5 months respectively, to allow the construction of the Glasnevin Station for Metrolink will cause significant disruption to Iarnród Éireann passenger, freight and maintenance services.       | <p>The works at Glasnevin are extremely complicated and will require a coordinated approach to ensure successful delivery, particularly given the physical constraints associated with the railway, the canal and fronting residential properties. TII has developed a plan that incorporates a possession regime based on the preliminary design and programme assumptions which were discussed in detail over a number of years with both Iarnród Éireann and the National Transport Authority. The plan is designed to ensure that the works can be delivered safely and efficiently.</p> <p>TII does acknowledge that the plan will lead to disruption of the existing services and will impact on customers. However, TII believe that the planned closures described in the EIAR Chapter 5, MetroLink Construction Phase, Section 5.10.6 and Appendix 5.5 – Glasnevin Station Construction Report, which are 21 months for the Western Commuter Line (Maynooth to Docklands) Midland Great Western Railway (MGWR), and 5 months for the Southwestern Commuter Line, Great Southern and Western Railway (GSWR), represent a worst case construction and customer service impact. TII have been working closely with Iarnród Éireann and the National Transport Authority with a view to reducing the overall duration and impact of the required mainline rail closures, and confirms that every effort will be made to minimise the impacts on the passengers services, especially connection to Connolly station. It is worth noting that during the works taking place on MGWR all trains can still travel to Connolly Station.</p> <p>In both circumstances there will be a number of temporary closures occurring at night-time and weekends fo facilitate track lowering work.</p> <p>TII welcome further discussions with Iarnród Éireann to coordinate any requirements to be included in the main works procurement process and Contract with a view to minimising impacts.</p> |
| 4                                                                                                                       | Glasnevin Station 2            | 2        | 2. Iarnród Éireann is firmly of the view that the prolonged closures proposed are excessive and that, coupled with an appropriate short term track possessions regime, significantly shorter closure periods should be feasible. The disruptive impacts to train operations must be minimised and timed for periods of lower passenger and freight usage on Iarnród Éireann services e.g. summer months.                                                              | Please refer to Response (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                          |                     |          | 121                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Organisation Name or Name of Submitter                                                                                  |                     |          | Iarnród Éireann                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                                | Section Ref.        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| IÉ Observations (for submission to ABP) relating to MetroLink Railway Order application - 11 <sup>th</sup> January 2023 |                     |          |                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                                       | Glasnevin Station 3 | 2        | 3. It is currently anticipated that Metrolink construction will commence after DART+ works are completed at Glasnevin. As such, the DART+ network will be electrified at Glasnevin and electric and diesel trains will need to be accommodated through Glasnevin, as will access to the Maynooth Depot to stable and maintain trains during the Metrolink construction process.                            | Please refer to Response (2) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6                                                                                                                       | Glasnevin Station 4 | 2        | 4. Station design and access principles will need to be mutually agreed and validated through an appropriate Safety Assurance Process. In addition, Safety Assurance Process requirements must be adhered to and agreed with stakeholders including the Commission for Railway Regulation (CRR).                                                                                                           | <p>TII note that this is a matter for the CRR's scrutiny of the detailed design and safety plan, which are living documents subject to ongoing review and auditing by the CRR and outside the scope of the Railway Order process.</p> <p>however, TII confirm that Safety Assurance Processes will be adhered to and, to that end, TII have already commenced engagement with the Independent Safety Assessor (ISA) and CRR through the Preliminary Design process, the output of which has been incorporated into the design presented by the Railway Order application. Furthermore, TII are already in consultations with Irish Rail in relation to the APIS heavy rail CRR application process (in accordance with Irish Rail IM-SMS-014 - Safety Approval of Changes in Plant, Equipment, Infrastructure and Operations), that have been agreed with CRR. Station design and assessment of principles of concern to Iarnród Éireann will be progressed and agreed prior to commencement of construction. This engagement will continue through the next stages of the design. TII welcome further discussions with Iarnród Éireann to ensure the Safety Assurance Process meets the requirements of all parties.</p> |
| 7                                                                                                                       | Glasnevin Station 5 | 2        | 5. Operations and management of interface areas between Iarnród Éireann and Metrolink post-construction of Metrolink will need to be mutually agreed, along with day-to-day Operations and Maintenance issues (including commercial / expenditure related matters), so that Iarnród Éireann and the Metrolink Operator are clear on their respective interfaces, responsibilities, rights and obligations. | ABP is entitled to impose conditions ensuring the proper maintenance and operation of Glasnevin station. However, the division of responsibility is a matter of estate management outside the scope of the Railway Order process. TII and Iarnrod Éireann are in the process of putting in place an agreement which will capture the operational and maintenance responsibilities of the parties for this important interface station. The agreement will also address relevant commercial concerns. Both parties have committed to agreeing these interfaces in advance of the commencement of construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 8                                                                                                                       | Glasnevin Station 6 | 2        | 6. Property ownership and access will need to be agreed, understanding what current Iarnród Éireann property Metrolink may subsequently be responsible for.                                                                                                                                                                                                                                                | <p>Property drawings showing the proposed temporary and permanent land take are included with the Railway Order application. Outside of that, this is a matter of estate management that is outside the scope of the RO process.</p> <p>As outlined in Response (1) above, the land consideration requirements will form part of an agreement with CIE/Irish Rail and will be entered into at the appropriate time.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9                                                                                                                       | Glasnevin Station 7 | 2        | 7. All the above should be clearly captured, agreed and executed in an appropriate Agreement between TII and Iarnród Éireann as a pre-condition to the commencement of any MetroLink construction works.                                                                                                                                                                                                   | See Response (7) and (8) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                          |                       |          | 121                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Organisation Name or Name of Submitter                                                                                  |                       |          | Iarnród Éireann                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Item No.                                                                                                                | Section Ref.          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| 10                                                                                                                      | Tara Street Station 1 | 2        | 1. Iarnród Éireann requires TII to minimise impacts on Iarnrod Eireann's existing services and infrastructure in the vicinity of the Metrolink works at Tara Street.                                                                                                                                                                                                                                       | <p>The proposed Tara Station does not directly impact on Iarnrod Eireann's existing services and infrastructure, indirect environmental impacts have been assessed and are reported in the EIAR, ncluding noise, dust, vibration and ground movement and settlement impacts to ensure impacts are mitigated to acceptable levels.</p> <p>The management and mitigation of construction impacts is set out by the outline Construction Environmental Manager Plan (CEMP) included with the EIAR. TII are also developing an Instrumentation and Monitoring Plan (IMP) which will set out the specific monitoring requirements for works adjacent to Iarnród Éireann Infrastructure. The CEMP and IMP will be further developed by the main works Contractor and upon which Iarnród Éireann will be consulted. TII will continue to work collaboratively with Iarnród Éireann to ensure that the design and construction process is coordinated and controlled such that any residual impacts remain acceptable.</p> |  |
| 11                                                                                                                      | Tara Street Station 2 | 2        | 2. Detailed construction proposals that address the impacts of construction on the operational viaduct and other railway support structures, as well as customer access and egress arrangements to Tara Street Station during construction need to be approved by Iarnród Éireann in advance of construction commencement.                                                                                 | <p>The construction proposals developed by the main works Contractor will comply with the granted Railway Order and any constraints placed on the design and construction methodology included in the main works Contract. [ TII will engage and consult with Iarnród Éireann to ensure that any specific Iarnród Éireann constraints are embedded in the main works Contract.</p> <p>TII will consult with Iarnród Éireann in relation to any construction proposals for any works that could potentially impact Iarnród Éireann infrastructure, property or operations. TII propose to convene regular coordination meetings with Iarnród Éireann to assist with assuring the design and construction methodology, and closer to construction, present plans for upcoming works.</p>                                                                                                                                                                                                                             |  |
| 12                                                                                                                      | Tara Street Station 3 | 2        | 3. Should any interchange connection be proposed between Metrolink and Iarnród Éireann's Dart / commuter rail services, the impacts of such design, construction and / or operations on Iarnród Éireann operations at Tara Street Station will require further discussion and agreement with Iarnród Éireann.                                                                                              | Such an interchange does not form part of the MetroLink Railway Order Application. TII are available to discuss a future interchange connection at the appropriate time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 13                                                                                                                      | Tara Street Station 4 | 2        | 4. Operations and management of interface areas between Iarnród Éireann and Metrolink post-construction of Metrolink will need to be mutually agreed, along with day-to-day Operations and Maintenance issues (including commercial / expenditure related matters), so that Iarnród Éireann and the Metrolink Operator are clear on their respective interfaces, responsibilities, rights and obligations. | Please refer to Response (7) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 14                                                                                                                      | Tara Street Station 5 | 2        | 5. Property ownership and access will need to be agreed, understanding what Iarnrod Eireann property Metrolink may subsequently be responsible for.                                                                                                                                                                                                                                                        | Please refer to Response (8) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 15                                                                                                                      | Tara Street Station 6 | 2        | 6. All the above should be clearly captured, agreed and executed in an appropriate Agreement between Til and Iarnrod Eireann as a pre-condition to the commencement of any Metrolink construction works.                                                                                                                                                                                                   | Please refer to Response (7) and (8) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |



| Submission No.                                                                                                                                                                                                                                                                                               |                                               |          | 122                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| PROPOSAL: RAILWAY (METROLINK - ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER [2022], ABP REFERENCE: NA29N.314724<br>OBSERVATION FOR: INSTITUTIONAL INVESTMENT PARTNERS GMBH ACTING FOR THE ACCOUNTS OF PKD AEW EUROPAFONDS<br>OBSERVATION RE: 2-4 O’CONNELL STREET LOWER, NORTH CITY, DUBLIN 1, CO. DUBLIN |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1                                                                                                                                                                                                                                                                                                            | Cover letter                                  | 1        | <p>Our client is the owner of 2-4 O’Connell Street Lower in Dublin. While our client fully supports the delivery of this important piece of infrastructure for Dublin, we have identified some concerns with the proposed construction works.</p> <p>This correspondence outlines our client’s concerns, which are as follows:</p> <ul style="list-style-type: none"><li>• The MetroLink tunnel earthworks will be within 30 metres of our client’s property</li><li>• The property is of historical architectural significance and highly sensitive to disturbance</li><li>• A banking vault is located at basement level of the property. Bank vaults can be more prone to adverse issues from vibration disturbance</li><li>• A 'MetroLink Property Owners Protection Scheme' will be established for any residential property within 30-50 metres of the MetroLink works. It is unclear why commercial property owners are not offered a similar level of monitoring and protection. In particular, properties of historic value should be afforded a high level of protection from these significant engineering works.</li></ul> <p>Accordingly, we request that the 'MetroLink Property Owners Protection Scheme' is extended to include commercial properties of historical significance within 30-50 metres of the MetroLink works.</p>                              | <p>We have reviewed the submission and provided response for the observations/ concerns raised in detail below.</p> <p>TII recognize the historical architectural significance of your property and confirm your property has been listed as protected structure in EIAR Chapter 26 (Architectural Heritage), Table 26.21: Architectural Heritage Constraints between O’Connell Street Station and Tara Station. The EIAR Chapter 26 (Architectural Heritage) describes and assesses the likely direct and indirect significant effects of the proposed Project on Architectural Heritage. The protected structure status of your property is known hence your property has been subject to impact assessment and the results are presented in the Section 26.5.4.11 O’Connell Station to Tara Station. According to the findings of impact assessment, there will be no direct or indirect impacts on architectural heritage during Construction and Operational Phase in this section of the study area.</p> <p>As your building is outside the zone of influence if the tunnel there is no risk due to ground movement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                                                                                                                                                                                                                                                                                                            | Construction Impact on 2-4 O’Connell St Lower | 2 & 3    | <p>From O’Connell Street Station to Tara Station the proposed tunnel alignment crosses from beneath the buildings on the western side of O’Connell Street Upper, running beneath the GPO to cross O’Connell Street Lower, Abbey Street Lower, Harbour Court, Eden Quay, the River Liffey, and George’s Quay to meet the proposed Tara Station at Tara Street. As outlined in Figure 2 below, the distance from the tunnel to the boundary of 2-4 O’Connell St Lower is approximately 30 metres.</p> <p>As noted previously, 2-4 O’Connell St Lower is a five storey over basement property. It is occupied by Ulster Bank, who have operated a retail bank from the building for some time. The basement of the property contains Ulster Bank’s secure vault.</p> <p>The planning application documents indicate that the railway tunnel will be 16 metres below ground level in the area. This does not account for properties with basements, which reduces the distance to the proposed tunnel by a further 4-5 metres. Clearly this increases the potential for disturbance of properties with basements.</p> <p>Our client’s concern is exacerbated by the use of the basement at 2-4 O’Connell St as a secure banking vault. Banking vaults can require seismic monitoring for the purposes of security, making them more sensitive to disturbances from vibration.</p> | <p>TII welcome this additional information in relation to your property, and is happy to engage further with Institutional Investment Partners GmbH regarding this requirement.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. The settlement contours calculated were used to undertake the buildings damage assessment. Please note that your building (B-181) is not on the tunnel alignment and is outside the ground movement contours and will not therefore be impacted by ground movement.</p> <p>With regards to noise and vibration, at this location the predicted groundborne noise level from TBM passage will be 44 dB LASmax at the surface, increasing by 2 dBA to 46 dB LASmax in the lowest basement, which is higher than the 45 dB LASmax threshold for the relatively short duration of the TBM passage through this area. Groundborne vibration from the TBM is predicted to be 0.19 ms-1.75 VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) at surface level increasing to 0.25 ms-1.75 VDV with the two basements and piles. These are below the threshold level of significant effect of 1.6 ms-1.75 VDV, but could trigger bank vault monitors.</p> <p>Groundborne noise from railway operation will be 22 dB LASmax at ground level, increasing by 2 dBA to 24 dBA taking account of the basements and foundations. The threshold of significant effect is 40 dB LASmax, which will not be exceeded in the basement. For operational vibration the velocity in the vaults will be 5 micrometres/second. This is unlikely to trigger a seismic sensor. In VDV terms it will be 0.004 ms-1.75 .</p> <p>2-4 O’Connell Street Lower property is located near the tunnel area between Chainage 17+000 and Chainage 17+200. The <i>Table 14.47 Location Summary where Track Support Measures will be Required</i> of the EIAR Chapter 14 (Ground-borne Noise and Vibration) indicates the sections of the tunnel where mitigation in the form of floating slab track or other track support measures are required to reduce Groundborne noise and vibration during operation. Floating Slab Track is proposed for a section between Chainage 17+000 to 17+200 as a mitigation measure for the nearby Abbey Theatre. Therefore groundborne noise and vibration at this building will also be lower than has been predicted.</p> |
| 3                                                                                                                                                                                                                                                                                                            | Construction Impact on 2-4 O’Connell St Lower | 3 & 4    | <p>Furthermore, the Environmental Impact Assessment Report (EIAR) submitted with the application confirms that our client’s property is highly sensitive to construction disturbance due to its architectural heritage significance.</p> <p>We note that a ‘MetroLink Property Owners Protection Scheme’ will be established for any residential property within 30-50 metres of the MetroLink works. Owners of these properties can avail of protection and surveys before and after the MetroLink project is completed.</p> <p>It is unclear why commercial property owners are not offered a similar level of monitoring and protection. In particular, properties of historic value should be afforded a high level of protection from this significant engineering works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Please refer to response Item (1) above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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| Item No.                                                                                                                                                                                                                                                                                                     | Section Ref.                 | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| PROPOSAL: RAILWAY (METROLINK - ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER [2022], ABP REFERENCE: NA29N.314724<br>OBSERVATION FOR: INSTITUTIONAL INVESTMENT PARTNERS GMBH ACTING FOR THE ACCOUNTS OF PKD AEW EUROPAFONDS<br>OBSERVATION RE: 2-4 O’CONNELL STREET LOWER, NORTH CITY, DUBLIN 1, CO. DUBLIN |                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4                                                                                                                                                                                                                                                                                                            | Requested Planning Condition | 4        | As stated previously, our client is supportive of the MetroLink project and welcomes its ultimate delivery. Irrespective of this, there are concerns with the construction impact on the property due to its architectural significance and basement banking vault. Accordingly, we request that the 'MetroLink Property Owners Protection Scheme' is extended to include commercial properties of historical significance within 30-50 metres of the MetroLink works. | <p>Please refer to response on Items (1) and (2) above.</p> <p>TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred. TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Where property damage is confirmed to have been caused by MetroLink works the property concerned will have recourse to MetroLink project insurances.</p>                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                                                                                                                                                                                                                                                                                                            | Requested Planning Condition | 4        | We request that An Bord Pleanála include a condition on the grant of planning permission requiring the following: <ul style="list-style-type: none"><li>• Structural surveys of buildings and other structures of architectural heritage significance to be completed prior to the commencement of works.</li></ul>                                                                                                                                                    | TII do not believe that additional conditions are required as in all cases where the built heritage structures are in the vicinity of the proposed tunnelling and are predicted to be impacted these buildings will be fully assessed, surveyed and monitored. Please refer to response item (1) and (2) in relation to anticipated impacts on your property. As noted, this building is outside the zone of influence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6                                                                                                                                                                                                                                                                                                            | Requested Planning Condition | 4        | <ul style="list-style-type: none"><li>• Appropriate recording, protection, and reinstatement of items of architectural heritage, with method statements to be compiled by the Project Conservation Architect and the works supervised by suitably qualified professionals.</li></ul>                                                                                                                                                                                   | TII do not believe that additional conditions are required as the requested actions are planned to be undertaken as referred in the specific sections of the EIAR, such as Chapter 26 (Architectural Heritage) or EIAR Appendix A5.1, Outline CEMP. It is not applicable to this building as outside the zone of influence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 7                                                                                                                                                                                                                                                                                                            | Requested Planning Condition | 4        | <ul style="list-style-type: none"><li>• Mitigation in appropriate locations including damage and vibration monitoring to ensure that vibration at the building or other structure does not exceed defined limits.</li></ul>                                                                                                                                                                                                                                            | <p>The requested actions related to vibration monitoring will be undertaken as referred to in the EIAR Appendix A5.1, Outline CEMP. According to this document, the contractor(s) will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project which will be a live document. A full monitoring and auditing programme will form part of the CNVMP which will be agreed with the Local Authorities prior to the commencement of the Construction Phase. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements. Please refer to response item (1) and (2) in relation to anticipated impacts at your property. As noted, this building is outside the zone of influence and therefore does not require any ground movement monitoring.</p> <p>Appendix A5.1 Outline CEMP also details that the results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. External regulatory and statutory monitoring may also take place to monitor compliance with requirements.</p> |

| Submission No.                                                                                               |              |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Organisation Name or Name of Submitter                                                                       |              |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                                                                            | Observations | 1        | Recent minor works on Harts Corner (the intersection of Prospect Road, Botanic Road and the Finglas Road) lead to a meaningful increase in late evening traffic through our residential area. This, and previous experience of traffic around a major project, has lead residents to the conclusion that a major, multi-year infrastructure project will have a substantial detrimental impact on this residential area. We therefore seek a traffic management plan for Iona District to be implemented before, or close to the inception of Metrolink works. | <p>TII have through pre-construction planning in advance of the Railway Order anticipated the implications of the planned works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. While the works will attract additional traffic to and from Glasnevin Station, the assessments of vehicle movements during the peak construction phase indicate an average of approximately 50 additional daily movements each way to the existing traffic flows.</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase) explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises. Prior to implementation, all traffic management measures will be agreed with the relevant local authority (DCC for Glasnevin) and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. Refer to EIAR Chapter 5 Section 5.4.12. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible. Please refer to section 5.5 of the EIAR Appendix 5.1.</p> <p>As outlined in Appendix A5.1 Outline Construction Environmental Management Plan - CEMP, the appointed contactor(s) are required to implement the measures in relation to traffic and transportation during construction. Following the appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed in relation to all potential impacts on traffic and transportation.</p> <p>Other measures include the control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight. It has been assumed that regular HGV deliveries to Glasnevin will be restricted outside of standard hours. This is referred to in section Appendix 5.5, 8.6 Traffic Management. Out of hours deliveries at Glasnevin are anticipated, but these typically would be either: abnormal load deliveries requiring an Abnormal Load Permit issued by An Garda Síochána and the local authority; or deliveries during any occasional weekend track possession works planned at Glasnevin.</p> <p>During the Main Works for Glasnevin Station, no road closures or lane reductions are required. During the Enabling Works for Glasnevin Station, the removal of 90m of bus lane on Prospect Road northbound is provided, with priority given to pedestrians. As presented in Appendix A9.5 Scheme Traffic Management Plan, as the construction site boundary is primarily contained away from the traffic network, there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented. Analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions on Prospect Road, however traffic flow will be generally unaffected. There will be some impact on Prospect Road (R108) where site vehicles routing from the north to the site will be required to take a right into the site, leading to an increase in HGVs in the area.</p> <p>The proposed site entrances will be from Prospect Road and will be adjusted several times during the phasing of the works. In general, where the site access points are relocated, the change in location is minimal and will result in little change in impact to the local or wider transport network.</p> |

| Submission No.                                                                                               |              |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Item No.                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2                                                                                                            | Background   | 2        | We suggest that long-term initiatives are needed to reimagine the neighbourhood and ensure a more sustainable and safer neighbourhood inclusive to all demographics within our community. We propose that the neighbourhood is designed for local requirements first - with a view to making the district a safe place to access and move around. The area needs to migrate away from a car centric location.     | <p>Chapter 3 (Background to the MetroLink Project) details the need for the Project. As noted, MetroLink will contribute significantly to the transformation of the lives of the 1.6 million people projected to live in the Dublin region by 2040 (CSO, 2020). The growing population and higher-density housing will create demand for a reliable, high-capacity, sustainable public transport system that helps Ireland meet its climate change commitments of reducing its greenhouse gas (GHG) emissions by 51% by 2030 and reaching net zero no later than the year 2050.</p> <p>MetroLink will address challenges of compact growth, sustainable mobility, enhanced regional connectivity, quality international connectivity, transition to a low carbon and climate-resilient society, enhanced amenity and heritage, maximising sustainability gains, strong economy supported by enterprise innovation and skills, access to quality childcare, education and health services, and strengthened rural economies and communities.</p> <p>It is anticipated that, overall, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips, 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.</p> |
| 3                                                                                                            | Metrolink    | 2 and 3  | Metrolink (Glasnevin and Griffith Park stations) and the associated works are very substantial projects with potentially very positive impacts on the district and wider city. The location of the district means that there will be major construction works in our immediate vicinity. There are not yet specific construction timetables, but these works could be expected to continue for close to a decade. | <p>TII notes and appreciates the support for the delivery of MetroLink, and the selected station locations. As detailed in Chapter 5 (MetroLink Construction Phase), the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional.</p> <p>A summary programme showing the duration and phasing for the construction of the proposed stations and surface works along the alignment is shown in Diagram 5.3 of Chapter 5 (MetroLink Construction Phase), with a detailed construction programme presented in Appendix A5.2.</p> <p>At Glasnevin, the programme sequence developed incorporates the works proposed by Iarnród Éireann for lowering of the MGWR and GSWR tracks, in order to ensure interfacing and timing of works is optimised to suit both parties.</p>                                                                                                                                                                                                                                                                                                                                                                        |

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| Submission No.                                                                                               |                                                                                         |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 4                                                                                                            | Impact during works period                                                              | 4        | During recent road works around Harts Corner (road resurfacing for a few consecutive evenings) it was clear that there was a pickup in traffic through the district in the late evening and early night as drivers diverted around a relatively modest section of works. We have concern regarding an increase in cut-through traffic seeking an escape from major civil works during the multi-year build and implementation phase.   | Please refer to response above (1) related to the traffic management during the Construction Phase. As indicated, analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions on Prospect Road, however traffic flow will be generally unaffected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5                                                                                                            | Long-term impact, NTA modelling and forecast traffic growth in and around Iona District | 6        | An increase in traffic in a residential area is unwelcome, also it is difficult to see how Whitworth Road and St Annes Road would experience increased traffic without some spill over of cut-through traffic into the remainder of Iona District.<br><br>New traffic flow patterns will create new cut-through routes, a long-term traffic management solution can protect this residential district against future traffic problems. | Please refer to response above (1) related to the traffic management during the Construction Phase. As indicated, analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions on Prospect Road, however traffic flow will be generally unaffected.<br><br>Figure 6.21 (presented in the submission, excerpt from A9.4 Traffic and Transport Modelling Report) presents a strategic overview of the changes in traffic flow in the operational phase in Scenario A 2035 AM Peak Hour. The thickness of the lines in this image are proportionate to the increase in flows. Therefore, any increases on local roads in this area are minimal, as illustrated by the thin lines. As noted in response item (2) above, it is anticipated that, overall, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips, 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. |

| Submission No.                                                                                               |                     |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
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| 6                                                                                                            | Residents' concerns | 6        | <p>We are requesting a review of traffic management in the district as part of the wider design of the Metrolink projects to:</p> <ul style="list-style-type: none"><li>- ensure safety for pedestrians and cyclists,</li><li>- apply good quality modern placemaking to help improve accessibility within the locality,</li><li>- apply international best practice to help highlight and address the negative traffic impacts on our community, and in the longer-term</li><li>- bring about the behavioural changes required to address environmental challenges.</li></ul>                                                                                                                 | <p>Please refer to responses above (1 and 5) related to the traffic management during the Construction and Operational Phases of the MetroLink project.</p> <p>Traffic management plans for the construction of MetroLink have been developed to minimise the impact of the scheme on road users, and to maintain access to businesses and other premises. A hierarchical approach to traffic management has been adopted with pedestrian/cyclists, public transport and commercial needs provision taking preference over private car usage. Pedestrian routes will be maintained throughout the construction period, either around or through the construction site, where safety risks to the general public will not increase as a result of construction activity.</p> <p>Chapter 4 (Description of MetroLink Project) details the over-arching architectural, urban realm and landscaping design principles for the Project. As detailed, Glasnevin Station will include enhanced pedestrian and cyclist facilities along Prospect Road. A two-way cycle lane along the east side of the road and widened footpaths on the west side will be provided as well as an additional pedestrian crossing to the north of the station. Enhanced bus stop facilities are proposed outside the station. A new access road from Prospect Road to the drop-off facilities will also provide access to 120 cycle parking spaces. The Glasnevin Station will also offer direct interchange with the heavy rail network through the integrated Iarnród Éireann station at this location.</p> <p>The proposed Project has been designed to ensure maximum interchange with other modes of transport, specifically more sustainable modes of transport such as walking, cycling and public transport. Please refer to response item (2) in relation to the Project's contribution to meeting Ireland's climate change targets.</p> |  |
| 7                                                                                                            | Safety issues       | 6        | <p>Despite the size of the area, there is minimal public communal recreational space within our boundaries. This means that children, local schools, families, dog walkers, and runners must use roads for, and as access routes to, social and recreational facilities.</p> <p>Over the years there has been a noticeable increase in the number of district residents who cycle on a daily basis. Many commuting cyclists choose to pass through the district as they travel to and from the city, or on cross city journeys.</p> <p>A number of older residents use mobility scooters, walking aids and wheelchairs to support independent living and their access to local facilities.</p> | <p>Please refer to response item (6) above in relation to the hierarchical approach to traffic management during the construction phase to prioritise the safety of vulnerable users.</p> <p>Please refer to response item (6) in relation to the proposed cycle facilities to be provided at Glasnevin Station.</p> <p>Chapter 6 (MetroLink Operations and Maintenance) details how the proposed Project 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 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |



| Submission No.                                                                                               |                    |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                                                     | Section Ref.       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                    |          |                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 8                                                                                                            | Cut through routes | 8        | The MetroLink project will substantially change vehicle flows in and around the district. There will be multiple phases as drivers seek, and then establish new routes, during the construction phase, and then repeat the process when construction ends.                                                                  | <p>Please refer to response item (1) in relation to the impacts on traffic during the construction phase. Should any issues arise, a Project Construction Traffic Forum will be established allowing local stakeholders, such as residents associations, to voice any concerns and liaise with TII and the contractor(s) on the associated traffic management in the area. Refer to the Outline Construction Environmental Management Plan - EIAR Appendix 5.1.</p> <p>As noted therein, the Dublin City Council urban traffic signal control system will be used to optimise the flow of traffic along diversion routes to mitigate queuing and delay which would otherwise be expected during peak periods, therefore reducing the demand for cut-through traffic.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 9                                                                                                            | Pollution Impacts  | 8        | Large volumes of vehicles produce; noise, particulates, and emissions. These outputs have been estimated to travel distances of 50m up to some kilometres. A travel distance of as little as 100m would mean that almost all residences within the district are impacted by vehicle outputs on busier neighbouring streets. | <p>As indicated in response item (1), there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented.</p> <p>As detailed in Chapter 13 (Airborne Noise and Vibration), mitigations measures to reduce noise from construction traffic are limited to restricting speed limits, maintaining road surfaces and ensuring all vehicles are properly maintained. In addition, any coverings on construction vehicles will be securely fastened before leaving site to avoid excessive rattling. These coverings will also mitigate against dust and accidental spoil spillage.</p> <p>Chapter 16 (Air Quality) assesses the impact of construction traffic on air quality and emissions. The modelling of road traffic for impacts on human health and ecological receptors has found no significant impacts that require mitigation measures with respect to the modelling of emissions. However, some mitigation measures can be put in place to minimise emissions:</p> <ul style="list-style-type: none"><li>* Implement a policy which prevents idling of vehicles both on and off-site, including HGV holding sites;</li><li>* Construction Phase traffic should be monitored to ensure construction vehicles are using the designated haul routes;</li><li>* Additional vehicular traffic will be managed through the CEMP and Temporary Traffic Management Plans for the proposed Project and stations as per Chapter 9 (Traffic and Transport);</li><li>* Efficient scheduling of deliveries to minimise number of deliveries required, and in turn their emissions; and,</li><li>* Construction vehicles should conform to the current EU emissions standards and where reasonably practicable, their emissions should meet upcoming standards prior to the legal requirement date for the new standard. This will ensure emissions on haul routes are minimised.</li></ul> <p>Mitigation measures are required for the control of dust with respect of HGV movements on site and deliveries to/from the site:</p> <ul style="list-style-type: none"><li>* HGV traffic leaving site will pass through a wheel wash;</li><li>* Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary. If public roads are deemed to require additional cleaning where possible a suction device for road cleaning will be utilised which can access spaces around cars and other street furniture more effectively; and</li><li>* During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.</li></ul> |  |

| Submission No.                                                                                               |                                                |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Organisation Name or Name of Submitter                                                                       |                                                |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item No.                                                                                                     | Section Ref.                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                                                |          |                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 10                                                                                                           | Impact of cut through traffic on bicycle lanes | 8        | Bicycle routes run along the arterial roads that outline the district. Cut through traffic turning off the arterial roads crosses bicycle lanes at a high volume creating accidental risk and impeding cyclists.                                                                              | <p>As indicated in response item (1), there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented, therefore the volume of cut-through traffic is not expected to increase. Please refer to response item (8) in relation to impacts of the traffic management at this location.</p> <p>As detailed in response item (6), a hierarchical approach to traffic management has been adopted with pedestrian/cyclists, public transport and commercial needs provision taking preference over private car usage.</p> <p>Appendix A9.5 Scheme Traffic Management Plan presents the assessment of impacts to all road users, including cyclists, during the construction works. During the Advanced Enabling Works at Glasnevin, the removal of the bus lane on Prospect Road will impact cyclists who will then be required to utilise the general traffic lane. This will reduce the cycling level of service at this location. During the Main Works, cyclists using the designated primary cycle route will not be affected by the proposed works.</p> |
| 11                                                                                                           | 30km/h speed limit                             | 9        | The district is included in Dublin City Council's 30km/h speed limit zone. There is signage at entrances to the district, but motorists tend to either not notice it or ignore it. There is very little evidence of awareness that this speed limit applies to all roads within the district. | Please refer to response item (8) in relation to the proposed mitigation measures relating to traffic management.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 12                                                                                                           | Large vehicles                                 | 10       | The district is subject to a 3.5t maximum gross weight restriction. Vehicles larger than 3.5t are regularly seen passing through the district. This happens at all times, including when children are going to and from primary school.                                                       | <p>As detailed in Appendix A5.1 Outline CEMP, construction vehicles will be strictly controlled in terms of the hours of operation, and by imposing restriction on vehicle size and weight to minimise safety risk to other road users.</p> <p>As noted in response item (8), a Project Construction Traffic Forum will be established with representatives from key stakeholders to liaise on issues arising from the construction traffic movements and traffic management plans. Suitable spoil removal 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Submission No.                                                                                               |                  |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                       |                  |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                  |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13                                                                                                           | Car parking      | 11       | There are sections on St Alphonsus Road and St Patrick's Avenue where parking on footpaths (partially and completely) on both sides of the road causes wheelchair users, people with walking aids and parents wheeling children in buggies, to have no alternative but to move out onto the road in order to get past parked vehicles.                                                                                                                                                                     | <p>Traffic management plans are proposed within the vicinity of the construction sites, and therefore will not impact on areas such as St Alphonsus Road and St Patrick's Avenue.</p> <p>As noted in response item (2) it is anticipated that, once operational, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips. Appendix A9.2-G Traffic and Transport Assessment Glasnevin Station indicates that in Scenario A 2065 AM Peak Hour, that the zones around Glasnevin Station, including the Iona area, will see reductions in car mode share of up to 5 percentage points, indicating a reduced demand in car trips to and from this area. Therefore, there will be a reduced volume of cars demanding parking in the area and blocking pedestrian footways.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14                                                                                                           | Narrow footpaths | 11       | Footpaths in the district are generally wide enough. There are some narrow paths in the district, the most problematic are sections of Crawford Avenue near a primary school. Large, mature trees on; Lindsay Road, Iona Road, Hollybank Road, Gartan Avenue, and Iona Park cause narrowing of paths. Narrow footpaths in the district encourage pedestrians onto busy roads. Some path users needing a wider path (those with prams, buggies, on wheelchairs, mobility devices) may be forced onto roads. | <p>As detailed in Appendix A5.1 Outline CEMP, pedestrian routes will be maintained throughout the construction period, either around or through the construction site, where safety risks to the general public will not increase as a result of construction activity. In very sensitive areas, such as in the City Centre or in the vicinity of schools, 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. Temporary pathways will be installed where appropriate and provision will be made to ensure access for the mobility impaired is maintained. 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> <p>In recognition of the potentially complex routing and road crossing behaviour at Glasnevin Station in the operational phase, a microsimulation VisWalk model was produced for the area surrounding the station. The modelled layout includes the main roads and streets of Whitworth Road, Cross Gun's Bridge and Phibsborough Road. Analysis of the model indicates that the network operates with an acceptable level of service given the expected pedestrian demand in both the AM and PM peak periods. Further results of this analysis are presented in Appendix A9.2-G Traffic and Transport Assessment-Glasnevin Station.</p> |

| Submission No.                                                                                               |                         |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                                                       |                         |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 15                                                                                                           | What we are looking for | 12       | <p>The number of issues we have highlighted are cause of concern in relation [to] the safety of residents, especially children and vulnerable adults and the enjoyment of living spaces by all residents.</p> <p>We are seeking a review, and traffic management plan, for Iona District for the duration of the Metrolink construction period(s) and the longer-term, particularly with a view to traffic calming initiatives.</p> <p>The lengthy construction period and subsequent change in traffic patterns will likely establish different traffic flows in the district, a traffic management plan should set out long-term goals for the post-construction period consistent with Department of Transport guidelines.</p> | <p>Please refer to response item (1) in relation to the impacts on traffic during the construction phase. As indicated in response item (1), there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented, therefore the volume of cut-through traffic is not expected to increase. Should any issues arise, a Project Construction Traffic Forum will be established allowing local stakeholders, such as residents associations, to voice any concerns and liaise with TII and the contractor(s) on the associated traffic management in the area.</p> <p>As noted in Appendix A5.1 Outline CEMP, the Dublin City Council urban traffic signal control system will be used to optimise the flow of traffic along diversion routes to mitigate queuing and delay which would otherwise be expected during peak periods, therefore reducing the demand for cut-through traffic.</p> <p>Please refer to response item (6) in relation to the traffic management and promotion of sustainable modes during the operational phase.</p> |

| Submission No.                                                                                               |                         |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| Organisation Name or Name of Submitter                                                                       |                         |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   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| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                         |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    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| 16                                                                                                           | What we are looking for | 12       | <p>Some more immediate measures could be introduced, e.g.:</p> <ul style="list-style-type: none"><li>- Specific measures to discourage heavy vehicles from entering the district,</li><li>- Specific measures at times when children are going to and from schools and childcare,</li><li>- Sweeping corners on roads could be made safer so that vehicles cannot 'carry momentum' through corners,</li><li>- Narrow sections of footpath on multiple roads could be widened so that pedestrians are not encouraged to walk on the road,</li><li>- Roads could be narrowed to encourage motorists to moderate their speed, and</li><li>- Adjustment of the mini roundabouts on Iona Road, St Alphonsus Road, and St Patrick's Road.</li></ul> <p>These changes can have impact, but we believe that the range and extent of the problems and high volume of traffic require a more fundamental re-working of street design in the district.</p> | <p>1) During the Advanced Enabling Works at Glasnevin Station, modelling results indicate that the bus lane/general traffic lane removal will result in a slight impact on the section of road where the capacity is decreases, with an increase of volume of 3% in the morning peak and 2% increase during the evening peak. This increase results in a driver delay of approximately 40 seconds in the immediate area of the works. During the Main Works, analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions on Prospect Road, however traffic flow will be generally unaffected. There will be some impact on Prospect Road (R108) where site vehicles routing from the north to the site will be required to take a right into the site, leading to an increase in HGVs in the area. Model outputs indicate that there will be minimal change in HGV volume as in both the morning and evening peaks, the roads immediately surrounding the station show that there is little change in the HGV flows.</p> <p>2) As detailed in Appendix A5.1 Outline CEMP, where practicable, construction work requiring short-term disruption and road closures will be carried out when traffic volumes are lower, such as at night, at weekends and during to school holidays, to minimise disruption and safety risk. There are no proposed traffic management measures on the R135 Finglas Road in the vicinity of St Vincent's Secondary School and its associated facilities. Therefore, school children and staff will face minimal disruption, with the exception of additional HGVs on this route travelling to and from the designated spoil site. On Prospect Road, construction traffic accessing the site will require access across the footway, however notices will be displayed on all site boundaries, where appropriate, to warn of hazards such as construction access. Appropriate site lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians.</p> <p>3) As detailed in Appendix A5.1 Outline CEMP, construction vehicles will be strictly controlled in terms of the hours of operation, and by imposing restriction on vehicle size and weight to minimise safety risk to other road users. As part of the mitigation measures during the construction phase, strict speed limits will be imposed on roads adjacent to construction sites in order to ensure the safety of all road users. 50kph speed limit in the city centre will be reduced to 30kph, and 80kph on all other routes will be reduced to 50kph.</p> <p>4) Please refer to response item (14) in relation to pedestrian routing.</p> <p>5) As noted in item (16-3) above, strict speed limits will be imposed on roads adjacent to construction sites in order to ensure the safety of all road users. 50kph speed limit in the city centre will be reduced to 30kph, and 80kph on all other routes will be reduced to 50kph. As noted in response item (2) it is anticipated that, once operational, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips. Appendix A9.2-G Traffic and Transport Assessment Glasnevin Station indicates that in Scenario A 2065 AM Peak Hour, that the zones around Glasnevin Station, including the Iona area, will see reductions in car mode share of up to 5 percentage points, indicating a reduced demand in car trips to and from this area.</p> <p>6) Once operational, ultimately the aim of schemes such as BusConnects and MetroLink when completed is to enhance the reliability and use of public transport, thus reducing traffic through the Glasnevin area and Iona District.</p> <p>As part of the BusConnects Core Bus Corridor proposals, the future street level layout at Glasnevin Station reduces the current road network to one lane in each direction to accommodate a designated bus lane and bus stop along R108 Prospect Road. As part of the proposed Project, a taxi/drop-off area will be provided to the north of the station entrance in lands currently occupied by the Brian Boru car park. A new access road from Prospect Road to these facilities will also provide access to the bicycle parking.</p> <p>It is anticipated that, overall, the proposed Project will provide for improvements to the public transport network, resulting in decreases in car usage/trips, 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 DCC to determine full effective mitigation measures, such as reconfiguration of street furniture or reallocation of space to maximise available width.</p> |

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| Submission No.                                                                                               |                         |          | 123 - also addresses submission no. 124 (identical submissions with additional queries in 123)                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Organisation Name or Name of Submitter                                                                       |                         |          | Iona and District Residents Association, 16 Iona Park, Glasnevin                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Letter Re: Submission by Iona and District Residents Association (IDRA) to An Bord Pleanála on the MetroLink |                         |          |                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 17                                                                                                           | What we are looking for | 13       | We appreciate that Dublin City Council may have workable solutions that could address our concerns and Iona District residents are happy to engage with authorities and agencies involved in the Metrolink project and give whatever support may be required in implementing any solutions. | As noted in response item (8), a Project Construction Traffic Forum will be established with representatives from key stakeholders to liaise on issues arising from the construction traffic movements and traffic management plans. As detailed in Chapter 8 (Consultation), early and continuous public participation has influenced the design and development of the MetroLink project. TII are committed to maintaining engagement with local stakeholders throughout both the construction and operational phases. |



| Submission No.                                                                                                                                                                            |                                                      |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Organisation Name or Name of Submitter                                                                                                                                                    |                                                      |          | IPUT plc and Irish Life Assurance plc (represented by John Spain Associates Planning Consultants)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| Item No.                                                                                                                                                                                  | Section Ref.                                         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| RE: RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER 2022, SUBMISSION ON THE METROLINK RAILWAY ORDER APPLICATION IN RELATION TO AIRSIDE RETAIL PARK, SWORDS, CO. DUBLIN |                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 1                                                                                                                                                                                         | Introduction                                         | 1        | Our clients wish to request an Oral Hearing on the Railway Order application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>While acknowledging your request, TII advise that the oral hearing process is managed by An Bord Pleanála. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. An Bord Pleanála have confirmed to TII that an oral hearing on the Railway Order application will be held.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 2                                                                                                                                                                                         | Introduction (page 4 of the Submission)              | 7        | The demolition of Unit 1 (an anchor unit currently occupied by Smyths Toys and Starbucks), and the temporary and permanent loss of car parking associated with the MetroLink project will impact on the operation of the Airside Retail Park (and Phase 1 in our clients' ownership in particular).                                                                                                                                                                                                                                                                                                                                                                                            | <p>The demolition of Unit 1 and loss of car parking are noted as being significant impacts but necessary for the construction of Fosterstown Station which will bring wider benefits to the area as detailed within the EIAR. TII carefully examined the Fosterstown station site alternatives as part of the preliminary design development. In this sense, other station locations and alignment options at this location have been considered to determine whether other feasible options (in terms of station location and alignment) could be adopted that would mitigate the impact on the Airside Retail Park and in particular identify design solutions that would avoid demolition of the end of terrace retail warehouse unit. In each case, a station stop location moved either north or south of the present location that coincides with the end of terrace retail unit, with the associated track alignment moved west resulted in significant impact on the R132, requiring its permanent realignment and further consequential impacts to residential properties to the west of the R132.</p> <p>These factors were considered amongst others in the multi-criteria analysis (two stage) undertaken to identify the optimal location for the Fostertown Station which concluded that the current proposed option for the MetroLink alignment and the Fosterstown station location past Airside is the most suitable option. It was adopted for the Preliminary Design, and forms part of the Railway Order documentation. The full results of station location alternatives assessment are presented in Section 7.7.10.4 Fosterstown of the EIAR Chapter 7 (Consideration of Alternatives) and EIAR Appendix A7.1 Fosterstown Station Options Report.</p> <p>TII will offer compensation to property owners for land that is deemed to be acquired land in accordance with the general compulsory purchase code. In addition, a Land Acquisition Strategy has been prepared by TII which sets out the arrangements proposed for the provision of information and assistance to the residential owners / occupiers of land and property subject to compulsory purchase for the delivery of MetroLink. For details related to the compensation for compulsory purchase and land acquisition strategy, please refer to EIAR Chapter 21 (Land Take), section 21.6.1.2 Compensation for Compulsory Purchase.</p> |  |
| 3                                                                                                                                                                                         | Key grounds of submission (page 4 of the Submission) | 7        | Our clients also have a number of specific concerns in relation to the proposed Railway Order application to An Bord Pleanála and they request that these be addressed by making amendments to the project and Railway Order as set out below.<br>The key grounds of submission relate to the following:<br>1 . The extent of permanent land acquisition<br>2. Extent, alignment and beneficiaries of the proposed wayleaves and rights of way<br>3. Maintaining access to Airside Retail Park during construction works and associated traffic management measures<br>4. Signage during construction and post construction, and fencing<br>5. Facade treatment following demolition of Unit 1 | Thank you for your submission. TII have reviewed your concerns/observations to the project and provided responses in detail below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                                                                            |                                                                                   |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 4                                                                                                                                                                                         | Grounds of submission, 1. Permanent Land Acquisition (page 5 of the Submission)   | 9        | <p>Our clients have concerns in relation to the permanent acquisition of this area of land (ML1T-A8). It is not clear why it is proposed to acquire this area permanently and respectfully requested that this should be omitted from the permanent land take in any approved Railway Order. This area of land (illustrated in Figure 4 above) poses a critical part of the existing infrastructure of the retail park as it is located on the main access route into this area of the retail park and serves a significant existing car park at this location.</p> <p>This parcel of land should remain in the ownership and control of the owners of Phase 1 , Airside Retail Park i.e. IPUT and Irish Life Assurance pic. It is considered that this area of land is not required for the operation of the Metro and that this matter is best addressed extending the right of way/wayleave along the access road into and through this parcel of land leading to the proposed Fosterstown station.</p> | <p>The location for Fosterstown Station will require the realignment of the internal road network within Airside Retail Park. The realigned internal road network will also be used to provide access to the station, associated drop-off and relocated Airside Retail Park substations and telecommunications mast. The road alignment takes into consideration BusConnects plans for the provision of a core bus corridor along this section of the R132, with a new bus stop on both sides of the R132 carriageway close to the station. To reduce community severance on the east side of the R132, a new walkway on the east side of the alignment will connect the station with the Airside Retail Park.</p> <p>The general arrangement drawings within the area of Airside Shopping Centre (please refer to drawings no. ML1-JAI-ARD-ROUT_XX-DR-Y-03023 and ML1-JAI-ARD-ROUT_XX-DR-Y-03024) have been enclosed to the Notification letter issued on 20th of September 2022 to property owners.</p> <p>The subject lands (ML1T-A8, A7, A5, A4 &amp; A3) is required to support the realignment of the internal road network within Airside Retail Park, locate power substations, provide access to the completed station and lands at the rear of the station, including maintaining access to the rear of Airside Shopping as exists and landscaping around the completed station. Please refer to landscape drawing ML1-JAI-ARL-SC03_XX-DR-Y-00006 (Sheet 2 of 2) Swords Central - Fosterstown Landscape Layout - Railway Order Plans\Drawings Landscaping Drawings (Sheet 8 of 13).</p> <p>The acquisition of subject lands (ML1T-A8, A7, A5, A4 &amp; A3) has been considered as permanent land acquisition, with TII interests for this land as outlined above. Subject to agreement with the landowner TII will provide surface level access through this location during and after construction completion (via a wayleave) and return the unused land following construction completion.</p> |
| 5                                                                                                                                                                                         | Grounds of submission, 1. Permanent Land Acquisition (page 5 of the Submission)   | 9        | Secondly, it is noted that it is proposed to acquire a portion of land to the rear of Unit 1 and Unit 2 (ML1T-A6) and a portion of the land resulting from the demolition of Unit 1 (ML1T- A7) for landscaping purposes as part of the permanent land take for the project (see Figure 5 below). It is understood that this area of land is not required for the permanent and ongoing operation of the MetroLink project post construction. Therefore, it is also requested that it is agreed that this area of land shall be acquired on a temporary basis only if necessary and returned after the completion of construction to its current owners IPUT and Irish Life Assurance pic. It is important for the ongoing operation management and maintenance of the retail park that this area remains permanently in the ownership of our clients, the owners of Phase 1 of Airside Retail Park.                                                                                                        | Please refer to response item (4) above in relation to the land take at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6                                                                                                                                                                                         | Grounds of submission, 1. Permanent Land Acquisition (page 5 of the Submission)   | 9        | The extent of lands which are currently shown for permanent acquisition / land take, but which it is submitted should be re-designated as temporary land-take only are indicated approximately on Figure 6 and 7 below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Please refer to response item (4) above in relation to the land take at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7                                                                                                                                                                                         | Grounds of submission, 2. Right of Way/Wayleaves (page 6 and 7 of the Submission) | 11&13    | Confirmation is requested that TII and users / passengers of MetroLink only will have the benefit of the rights of way/wayleaves which are proposed at Airside Retail Park (Reference nos. ML1U-W1 and ML1U-W2). It is noted that the two proposed wayleaves include the existing access into the retail park and a further wayleave traversing the existing car park to the south of Unit 1. It is important that it is confirmed that the proposed right of way is restricted to TII / MetroLink Passenger use only and is not for the benefit of any other party including adjoining landowners.                                                                                                                                                                                                                                                                                                                                                                                                        | <p>As shown on EIAR Figure 5.1, Sheet 6, both strips of land (ML1U-W1 and ML1U-W2) are required to remain as permanent easement for MetroLink purposes to allow access to the future station and to provide for utility infrastructure routes to the station. Further easements through to the station and rear of the retail centre on CPO subject lands (ML1T-A8, A7, A5, A4 &amp; A3) to be agreed with the landowner.</p> <p>The permanent easements will include a permanent right for TII and its contactors, sub-contractors operators, servants, agents or any other party authorised by it to enter upon and use the relevant part of the Permanent Lands for all purposes in connection with the design, construction, operation etc. including access and egress to and from the station by passengers. The adjoining third party Landowner will be required to agree his owns term directly with Irish Life/IPUT</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Submission No.                                                                                                                                                                            |                                                                                                                                |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| 8                                                                                                                                                                                         | Grounds of submission, 2. Right of Way/Wayleaves (page 7 of the Submission)                                                    | 13       | Further clarification is required in relation to the likely extent of the use of the existing access into the retail park for which the wayleaves/right way of way is sought (ML1U-W1), as this could have a potential impact on the operation of the retail park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to response item (7) above in relation to wayleaves.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 9                                                                                                                                                                                         | Grounds of submission, 2. Right of Way/Wayleaves (page 7 of the Submission)                                                    | 13       | Additionally, as noted the further proposed right of way / wayleave (which it is understood is intended to facilitate below-ground services and periodic access for works) proposed through the centre of the existing car park adjacent to Unit 1 (ML1U-W2) will effectively bisect this area of car parking instead of following the boundary of the existing car park. It is requested that this alignment of wayleaves/right of way is realigned parallel to the metro alignment as proposed in order to minimise its potential impact for future disruption to the carpark. This option should be fully investigated by TII.                                                                                                                                                                                                                                                      | TII confirm that this proposed wayleave ML1U-W2 is a requirement for right of access for utilities into the MetroLink station. Any change to the proposed route would require agreement with the utility provider.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 10                                                                                                                                                                                        | Grounds of submission, 2. Right of Way/Wayleaves (page 7 of the Submission)                                                    | 13       | In addition to the foregoing, it is submitted that provision should be made for the relocation and alteration of easements (rights of way / wayleaves) in future if required by the co-owners (IPUT and ILA or its successors in title) subject to agreement, at the cost of the beneficiary of the easement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII will consider these on a case by case basis as they arise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 11                                                                                                                                                                                        | Grounds of submission, 3. Access to Airside Retail Park Through Construction and Traffic Management (page 7 of the Submission) | 13       | It is proposed at the existing main access to Airside Retail Park off the R132 Dublin Road will be closed for traffic for a period of 21 months or possibly longer. It is also noted that there will be a very limited temporary junction put in place during construction for traffic to exit onto the R132 Dublin Road heading in a southbound direction only during the construction process.<br>IPUT and Irish Life Assurance pic are extremely concerned that this lengthy closure period of this access will cause severe disruption to the retail park and the retail park's customers and retailers.                                                                                                                                                                                                                                                                           | Appendix A9.5 Scheme Traffic Management Plan illustrates the proposed diversion route to accommodate the partial closure of the R125 at Airside Retail Park. The proposed diversion will route traffic via the Nevinstown signalised junction and Airside roundabout. At its longest distance the diversion will be approximately 1.5km. For vehicles routing from the north or north-east of this area, there is also the option to use Mountgorry Way as an alternative diversion. Commercial and retail delivery vehicles will be subject to the same diversions, however access to the retail park for both customers and retailers will be maintained throughout the construction works.<br><br>As outlined in Appendix A5.1 Outline CEMP, prior to the commencement of the construction phase, a comprehensive publicity and information campaign will take place to ensure all members of the public are informed of the upcoming traffic management measures. A Project Construction Traffic Forum will be established with representatives from key stakeholders, including those from FCC, who can raise any concerns from Airside Retail Park if necessary. The public will be provided with advanced warning of any proposed diversions and disruption through signage on site and continuous updates on construction progress on the project website. |  |
| 12                                                                                                                                                                                        | Grounds of submission, 3. Access to Airside Retail Park Through Construction and Traffic Management (page 8 of the Submission) | 15       | It is noted that the alternate access route (via the L2305 I Nevinstown Lane and the R125 onto the R132) will also traverse a roundabout which is due to be subject to significant construction works during the implementation of MetroLink. This gives rise to a risk of the access to Airside Retail Park being curtailed for a significant period.<br><br>It is requested that revised temporary access arrangements are prepared and proposed which will ensure that access in both directions will be maintained at all times from the Dublin Road / R132 to Airside Retail Park. This should be feasible through appropriate temporary arrangements and phasing arrangements for the construction of this section of the project. Our client's consulting engineers, Roughan O'Donovan, have set out further details in this respect attached to this submission as Appendix 1. | Please refer to response item (11) above in relation to the proposed traffic management at Airside Retail Park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

| Submission No.                                                                                                                                                                            |                                                                                                      |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 13                                                                                                                                                                                        | Grounds of submission, 4. Signage, Fencing and Associated Matters (page 8 of the Submission)         | 15       | Finally, the Railway Order application is lacking in necessary information and detail in respect of the temporary and permanent provision of and positioning of signage for the retail park in the vicinity of the Dublin Road / R132, Nevinstown Lane junction during construction and post-construction.<br>It is submitted that it is essential that this detail is included as part of the Railway Order. Signage is critical to the commercial operations of the retail park and for wayfinding and to clearly identify the retail park both during and post-construction.<br>There are two existing signs (a totem sign and a lower level sign) along the frontage of the retail park to the R132, in the absence of a clear strategy for the provision of replacement signage both during construction and post-construction, the removal or relocation of these signs could impact negatively on the operation of the retail park.<br>Therefore, it is important that both temporary and permanent signage arrangements be included within the Railway Order to ensure that appropriate signage will be put in place at all times during and post construction. | Through consultation with the submitter, TII agree that there a requirement for such signage to be provided. Temporary and permanent positioning of signage for the retail park in the vicinity of the Dublin Road / R132, Nevinstown Lane junction will be developed with the appointed contractor at the detailed design and construction stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 14                                                                                                                                                                                        | Grounds of submission, 4. Signage, Fencing and Associated Matters (page 8 of the Submission)         | 15       | In addition, our client requires further information on the perimeter fencing proposed during construction and post- construction and boundary demarcation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | As presented in Section 5.4.5 of the EIAR Chapter 5 (MetroLink Construction Phase), site hoarding/fencing (2.4m in height as a minimum) and gates to ensure that the sites are secure will be installed at each of the construction compounds, including Fosterstown Station Compound.<br><br>To meet the security requirements, a 600mm high concrete parapet will be provided along the retained cut sections of the MetroLink route to act as the vehicle restraint system with a 1200mm Meshweld fence on top of the parapet. This will result in an overall fence height of 1800mm. This arrangement is proposed where the fence is outside the vehicle restraint system clear zone of a road but there is still a potential risk from errant vehicles.<br><br>Further information on the permanent fencing and boundary treatments can be found in EIAR Chapter 4 (Description of the MetroLink Project), Section 4.12.9. As presented in the EIAR Chapter 4, Table 4.8, 1.8m high boundary wall with H4a containment will be permanently provided along the retained cut section from Fosterstown to the L2305 into the Airside Retail Park. Suitable finishes will be adopted for the barrier. The precise details of the façade will be determined at the next design stage.<br><br>Other details on fencing and boundary treatments applicable to Fosterstown to DANP section, including Airside Retail Park, are presented in Table 4.8 of the EIAR Chapter 4 (Description of the MetroLink Project). |
| 15                                                                                                                                                                                        | Grounds of submission, 5. Façade treatment following demolition of Unit 1 (page 9 of the Submission) | 17       | As noted previously, the alignment and layout of the MetroLink development gives rise to the requirement for the demolition of Unit 1 within Phase 1 of the Airside Retail Park (currently occupied by Smyths Toys and Starbucks).<br>This will result in the dividing wall with the next-door unit being exposed. It is noted that the resulting exposed wall will be highly visible from the R132, the Retail Park, and from the proposed MetroLink station. Therefore it will be required to provide for high-quality façade treatment to this frontage. The provision of high quality façade treatments at this location should form part of the MetroLink project and should be conditioned as part of any Railway Order granted for the project.                                                                                                                                                                                                                                                                                                                                                                                                                  | TII confirm façade treatments will be provided at this location to match the existing building fabric finish.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 16                                                                                                                                                                                        | Conclusion (page 9 of the Submission)                                                                | 17       | There may be other detailed matters which will require further clarification and information from TII as they relate to the interface of the project with the operation of Airside Retail Park. Our clients wish to reserve their position in this respect.<br><br>Our clients also wish to request that an Oral Hearing is held in respect of the Railway Order application so that the points raised within this submission can be further clarified and addressed at the hearing for the benefit of all parties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Please refer to the response to Item (1) above in relation to the Oral Hearing process.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Submission No.                                                                                                                                                                            |                                                                                |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| Organisation Name or Name of Submitter                                                                                                                                                    |                                                                                |          | IPUT plc and Irish Life Assurance plc (represented by John Spain Associates Planning Consultants)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
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| Item No.                                                                                                                                                                                  | Section Ref.                                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| RE: RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER 2022, SUBMISSION ON THE METROLINK RAILWAY ORDER APPLICATION IN RELATION TO AIRSIDE RETAIL PARK, SWORDS, CO. DUBLIN |                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 17                                                                                                                                                                                        | Appendix 1, General Comments (page 1 of Technical Note on Access               | 21       | More detailed localised traffic analysis should be carried out using weekend traffic data at the junctions surrounding Airside Retail Park to ensure that the temporary traffic management proposals can accommodate the peak traffic volumes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Weekend traffic volumes are expected to be similar to those recorded at the PM peak and so no further analysis is deemed necessary. Traffic modelling of the traffic management proposals during the construction phase has assessed both the AM and PM peaks. The assessment also utilises the busiest year for the construction generally being the period of peak bulk excavations for the stations. Therefore, traffic modelling presented in Appendix A9.5 Scheme Traffic Management Plan presents a worst-case scenario assessment of impacts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 18                                                                                                                                                                                        | Appendix 1, Nevinstown Signalised Junction (page 2 of Technical Note on Access | 22       | <p>Residual impacts are described in the report as impacts which cannot be further reduced or remediated. Severe residual traffic impacts of this magnitude for an extended period would be of concern, as they could impact on the operation of Airside Retail Park, which is dependent on vehicular access for trade.</p> <p>Further reduction of impacts or remedial actions are considered feasible. Potential solutions that should be investigated include:</p> <p>i. Split phase 1 of the Nevinstown Signalised Junction Traffic Management Plan into several phases, allowing the cut and cover section of the Nevinstown Lane crossing to be completed in two or more parts, while maintaining two-way traffic between Nevinstown Lane and R132 Dublin Road.</p> <p>ii. Use the area for the Nevinstown Lane Construction Compound (circled below) to provide a two-way access road and a full movement three-arm signalised junction with the R132 Dublin Road, i.e. creating a staggered crossroads.</p> <p>iii. Reduce the size of the Fosterstown Compound to provide a two-way access road and a full movement three-arm signalised junction with the R132 Dublin Road.</p> | Full access is consistently maintained to Airside due to the staggering of construction at Nevinstown and Pinnockhill junctions with the longest diversion at Nevinstown Junction found to be 1.5km, Section 5.5.6.2.3.2 of Appendix A9.5 Scheme Traffic Management Plan. Please refer to response item (11) above in relation to the proposed diversion and the proposed mitigation measures to reduce the severity of the impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 19                                                                                                                                                                                        | Appendix 1, Nevinstown Signalised Junction (page 3 of Technical Note on Access | 23       | b. Phase 2 of the main works traffic management plan at Nevinstown Signalised Junction restricts turning movements onto Nevinstown Lane with traffic likely to divert onto R132 Dublin Road and R125 Pinnockhili. The cumulative impacts on accessibility to Airside Retail Park from the restricted turning movements at Nevinstown Signalised Junction and the additional traffic loading from diverted traffic onto Pinnock Hill Junction and R125 and L2305 Junction have not been adequately addressed in the Construction Traffic Management Plan. These impacts are likely to be severe as the Pinnock Hill Junction and the R125 Pinnockhill / L2305 Junction are currently at or exceeding capacity at peak times, and any significant diversion of traffic onto these junctions without mitigation measures will result in gridlock.                                                                                                                                                                                                                                                                                                                                            | <p>TII to do not agree that "cumulative impacts on accessibility to Airside Retail Park from the restricted turning movements at Nevinstown Signalised Junction and the additional traffic loading from diverted traffic onto Pinnock Hill Junction and R125 and L2305 Junction have not been adequately addressed". The full assessment of impacts to traffic in and around the Airside Retail Park as a consequence of the MetroLink Project proposal on the Nevinstown Signalised Junction are set out in section 5.5.6.2.2. of Appendix A9.5, Phase 2 TTM (Temporary Traffic Management).</p> <p>The plans detailed and assessed recognise severe impacts to general traffic access, if unmitigated. However, it is proposed that these impacts are mitigated through a short diversions to Pinnock Hill Roundabout, resulting in a diversion of approximately 1.5km. Moderate impacts on commercial/parking and public transport are also acknowledged, however access to businesses and properties will be maintained throughout the works. Any impact to public transport services will be mitigated through TII coordination of requirements with Bus Eireann and Dublin Bus for route diversions. As such, accessibility to and from Airside Retail Park has been thoroughly assessed, with access maintained throughout the construction works for all road users.</p> <p>The Nevinstown Signalised junction will be returned to its existing state with full access reinstated on completion of the MetroLink Works.</p> |  |
| 20                                                                                                                                                                                        | Appendix 1, Pinnock Hill Junction (page 4 of Technical Note on Access          | 24       | <p>Severe residual traffic impacts of this magnitude for an extended period would be of concern, as they could impact on the operation of Airside Retail Park, which is dependent on vehicular access for trade.</p> <p>Further reduction in traffic impacts or remedial actions are considered achievable. Potential solutions which should be investigated including:</p> <p>a. Split Phase 2 of the Pinnock Hill Junction traffic management plan into several phases, allowing the cut and cover section of the R125 crossing to be completed in two or more parts. An additional phase could be added which provides a temporary full access signalised junction where the left in and left out is currently proposed while the cut and fill across the R125 south arm is constructed. The area within the red line boundary circled in purple in the image below could be used to connect the temporary two-way access to the R125. A second additional phase could reinstate the permanent signalised junction layout while the remaining cut and cover or cut and retain sections of the metro are constructed.</p>                                                               | Please refer to response item (11) above in relation to the maintenance of access to and from Airside Retail Park, and the proposed diversions for general traffic and commercial access. Response item (11) also details the proposed mitigation measures to reduce the severity of the impacts. As set out in section 5.5.6.2.2. of Appendix A9.5, Phase 2 TTM (Temporary Traffic Management) of Nevinstown Signalised junction will return the junction to its existing state with full access reinstated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

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| Submission No.                                                                                                                                                                            |                                                                       |          | 125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Organisation Name or Name of Submitter                                                                                                                                                    |                                                                       |          | IPUT plc and Irish Life Assurance plc (represented by John Spain Associates Planning Consultants)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| Item No.                                                                                                                                                                                  | Section Ref.                                                          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| RE: RAILWAY (METROLINK-ESTUARY TO CHARLEMONT VIA DUBLIN AIRPORT) ORDER 2022, SUBMISSION ON THE METROLINK RAILWAY ORDER APPLICATION IN RELATION TO AIRSIDE RETAIL PARK, SWORDS, CO. DUBLIN |                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 21                                                                                                                                                                                        | Appendix 1, Pinnock Hill Junction (page 5 of Technical Note on Access | 25       | b. The closure of the R125 southern arm during phase two of the traffic management plan will divert traffic to the Nevinstown Signalised Junction. The cumulative accessibility impacts to Airside Retail Park considering the severed connection at Pinnock Hill Junction and the additional congestion at the Nevinstown Signalised Junction have not been adequately addressed. The Nevinstown Signalised Junction is currently at capacity and additional loading from diverted traffic is likely to have severe effects on accessibility to Airside Retail Park.                                                                                                                                                                                             | Impacts of the closure of the R125 Southern Arm on the wider network have been assessed and presented in Figure E-141 to E-144 of Appendix A9.5 showing that impact will be greatest on the R132, with impact to L2305 directly serving airside park being minimal with reductions in delay found to occur for vehicles travelling eastbound on L2305. Please refer to response item (11) in relation to the maintenance of access to and from Airside Retail Park, and the proposed diversions for general traffic and commercial access.                                                                                                         |
| 22                                                                                                                                                                                        | Appendix 1, Construction Sequence (page 5 of Technical Note on Access | 25       | <p>It is crucial to Airside Retail Park accessibility that the construction activities at Nevinstown Lane (Airside Junction) and Pinnock Hill Lane Junction do not overlap as per the proposed construction sequence outlined in the Scheme Traffic Management Plan, Figure 5-3, which is copied below.</p> <p>Section 5.1.1 and section 5.1.2 of the Scheme Traffic Management Plan describes that the R132 Connectivity Project and BusConnects should be completed before the MetroLink construction phases commence. Any delay to these projects should be coordinated with MetroLink as an overlap in construction activities and the associated traffic management could result in gridlock on the surrounding road network and at Airside Retail Park.</p> | <p>Any delays in the MetroLink programme or other relevant projects will be monitored throughout the project.</p> <p>As noted in Appendix A9.5 Scheme Traffic Management Plan, all construction works in the north section have been developed and phased with the aim of avoiding simultaneous road diversions and/or closures at the four major junctions along the R132 Swords Bypass.</p> <p>As outlined in EIAR Appendix A5.1 Outline CEMP, a Project Construction Traffic Forum will be established with representatives from key stakeholders to maintain engagement throughout the construction phase and monitor the ongoing impacts.</p> |



| Submission No.                                                                                                            |              |          | 126                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                                    |              |          | Irene Sorohan                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. Case Reference Number NA29N.314724. 22/11/22 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                                                                                         | Letter       | 1        | Firstly, in general, I am in favour of the broad aim of the Metrolink project to connect Dublin's city centre to our national airport. However, as a resident living in the Dartmouth/Charlemont area, I wish to set out a number of observations for the Board regarding the proposal to locate the Terminus station at Charlemont-Dartmouth. My family home is in the midst of the community where the Terminus station is proposed to be located. | Thank you for taking the time to make a submission and your overall endorsement of the MetroLink Project. We have reviewed your submission and responded to the observations made below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                                                         | Letter       | 1        | I believe Charlemont is the incorrect strategic location for a Terminus hub and spoke system as it is too far out along the Luas Green Line spoke and would prejudice future options for integration of networks and services.                                                                                                                                                                                                                       | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below. The Board is required to have regard to the likely consequences for proper planning and sustainable development in the area in which it is proposed to carry out railway works (section 43(1) of the 2001 Act) and as such the following matters are relevant.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>The Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station was a strategic decision made at the highest levels of transport and land use planning and as such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all any of the above directions.</p> <p>The Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station.</p> |

| Submission No.                                                                                                            |              |          | 126                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                    |              |          | Irene Sorohan         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. Case Reference Number NA29N.314724. 22/11/22 |              |          |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                           |              |          |                       | <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro. The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> |

| Submission No.                                                                                                            |              |          | 126                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 3                                                                                                                         | Letter       | 1        | St. Stephens Green is the most appropriate location as it provides for interchange with bus, Luas and future DART underground. The project incorrectly dismisses St. Stephens Green West as an appropriate terminal station. It only considers St. Stephens Green East and Charlemont. Furthermore, no comprehensive study or investigation has been completed by NTA/TII as part of the entire Metrolink project on the optimal location for a city-centre terminus. | <p>TII do not agree that St Stephen's Green is the most appropriate interchange location for the reasons set out by response (2) above.</p> <p>It is not correct to say that the Project "only considers St. Stephens Green East and Charlemont." A number of route options were considered in the process of identifying the Emerging Preferred Route (EPR). These route options included potential station locations on St. Stephen's Green West. A station on St Stephen's Green West is not preferred for several reasons. If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than a 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. This could feasibly be situated in the Trinity College Dublin sports grounds.</p> <p>TII note that it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area. In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is uneconomic in comparison.</p> <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the Luas operational during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> |

| Submission No.                                                                                                            |              |          | 126                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Item No.                                                                                                                  | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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|                                                                                                                           |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>As outlined by EIAR Chapter 3, Background to the MetroLink Project, one of the key objectives of the Project is the integration of it with the wider 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.</p> <p>Arising from the decision to postpone the future upgrade of the Green Line to metro services, it is being argued that Charlemont station effectively becomes a terminus station in the short to medium term. In this regard, it is true to say that the Metrolink trains will terminate and turn back at Charlemont station, however the public transport service offering for passengers does not terminate, it transfers from Metrolink to LUAS as part of the integrated transport network.</p> <p>The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus (train sideways, car parking etc) take place. At this location the high capacity public transport offering terminates and the public transport offering transfers to a completely different mode, i.e. Bus or car . The environmental effect of the Metrolink terminus are accordingly assessed in the EIAR. Charlemont Station does not have the associated infrastructure and services associated with a terminus location and in fact has more in common with a “system turn back location”. Charlemont Station is located within an area of high public transport accessibility, linking with the Luas Green Line which offers reasonably similar levels of services and frequency for journeys to and from the south of Dublin. As such, public transport service offering is not considered to terminate, but transfers onto the similar service offered by the Luas Green Line, forming part of a transport corridor running from Cherrywood to Estuary. The associated environmental impacts for the turnback and station at Charlemont have been fully assessed in the EIAR.</p> <p>Charlemont station itself was chosen on the basis of its interchange potential with Luas, as well as local bus services, as outlined above. The section of the line between St Stephen's Green and Charlemont generates considerable benefits for the scheme in terms of increased patronage as referred to in response (2) above. Operationally, the Station will see people moving quickly in and out of the area, noting that it will act as an interchange, and has been deliberately designed with minimum set down space or room for taxis so that it does not encourage the Station to be used as a terminus. All operational environmental impacts are mitigated so they are not significant, while the impact on amenity will be permanent and positive.</p> <p>If the scheme were to terminate at St Stephen’s Green, it would be inconsistent with the GDA Transport Strategy 2022-2042. The proposed route alignment from Estuary to Charlemont is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.</p> |  |
| 4                                                                                                                         | Letter       | 1        | <p>Requested amendment to An Bord Pleanála:</p> <p>I request the following amendments:</p> <p>1. Omit from the Railway Order the section from Tara Street Station to Charlemont Station and associated onward tunnel extension and intervention tunnel.</p> <p>2. Require the submission of a Railway Order for a section from Tara Street Station to St Stephens Green which would effectively provide for a terminal hub station that can integrate with the Luas Green Line, multiple bus routes and future DART underground.</p> | <p>The above responses to the observations made explain why TII do not consider it is correct or appropriate that the MetroLink alignment south of the proposed Tara Station should be omitted, and also demonstrates why the proposed Charlemont Station has been selected by TII as the preferred interchange with the Luas Green Line</p> <p>A scheme which terminates at Tara Street would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at Tara will significantly impact on the overall viability and benefits of scheme.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

| Submission No.                                                                             |                                                  |          | 127                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                   | Section Ref.                                     | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                         | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Observation; TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022” |                                                  |          |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                          | Introduction                                     | 1        | <p>The Metrolink Railway Order 2022 highlights possible strategic gaps that could be considered vital for the development and future connectivity with Irelands Premier Gateway - Dublin Airport.</p> <p>Treated in isolation, this RO has the potential to curtail the development and expansion of Dublin Airport.</p>      | <p>The proposed project is identified as a key infrastructure project to serve Dublin Airport in National, Regional and Local policy. MetroLink will integrate transport and land use planning as set out in Chapter 4 (Description of the Metrolink Project) to allow for the future development and expansion of the airport. MetroLink will not curtail future development at Dublin Airport, rather it will enable future development potential. TII will work closely with daa to encourage development over and adjacent to the MetroLink alignment to the benefit of Dublin Airport and the MetroLink scheme.</p>                                                                                                                                                                                                                      |
| 2                                                                                          | Executive Summary                                | 1        | <p>1 . Long term Western Airfield Campus development has been overlooked.</p>                                                                                                                                                                                                                                                 | <p>The proposed Dublin Airport station will be located within the ground transportation hub area in the airport campus. The station entrance will be located close to both Terminal 1 and Terminal 2, which will facilitate rapid connections between the terminals and the Metro service.</p> <p>The MetroLink station location is consistent with the Metro stop identified in the Dublin Airport Masterplan, prepared by daa for the growth and expansion of its facilities into the future, which specifically identifies the station location at the Ground Transportation Hub.</p> <p>Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals and the Proposed Project would not inhibit the ability to connect to this area of the airport.</p> |
| 3                                                                                          | Executive Summary                                | 1        | <p>2. The Dublin Airport Station and platforms may not meet future demand.</p>                                                                                                                                                                                                                                                | <p>Dublin Airport station was sized to accommodate peak future AM and PM weekday flows. These were forecast for 2057/2060, and assumed up to 55 mppa scenario at the airport (with a defined split between transfer and local access and distribution of airport demand across the day). Forecasts were then uplifted by +25% to allow for potential growth beyond the forecast year, up to the 20,000 passenger per hour per direction capacity of the line</p> <p>In addition, Bentley’s Legion Spaceworks was used to review the potential passenger movements for 2057/2060 to identify if there was any potential for congestion at the proposed station. The analysis identified that the proposed layout is shown to offer acceptable performance levels for both the 2057 during both the AM and PM peak hours.</p>                   |
| 4                                                                                          | Executive Summary                                | 1        | <p>3 . MetroLink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line.</p>                                                                                                                                                                                 | <p>As noted in response item (2) above, the station location is entirely consistent with the proposals as set out in the Dublin Airport Masterplan and will not restrict Terminal expansion. The daa’s Masterplan does not include for an Automatic People Mover.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5                                                                                          | 1) Long term Western Airfield Campus development | 1        | <p>However, the fact remains that the Metrolink Planning Report gives absolute clarity with respect to “proposals for the western parts of the airport campus”. The FCC Local area development plan objective PT6 “is not applicable” - therefore by deduction, airport capacity expansion plans have not been addressed.</p> | <p>OBJECTIVE PT06 of the Dublin Airport Local Area Plan 2020 states the following "Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals."</p> <p>Integrated connections from the MetroLink station to the existing airport terminals does not form part of this Railway Order application. However, should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise. TII will work with daa re. integrated connections to the terminals to accommodate potential connections in the future as may be required.</p>                                                                 |

| Submission No.                                                                             |                                                                                                                                       |          | 127                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                 |  |
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| Item No.                                                                                   | Section Ref.                                                                                                                          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                    |  |
| Observation; TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022” |                                                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                 |  |
| 6                                                                                          | 1) Long term Western Airfield Campus development                                                                                      | 2        | In both our TII Metrolink submissions we highlighted a requirement to future proof a Metrolink connection to the Western Campus. However, this 2022 RO lacks such future proofing connectivity between the Eastern & Western Campus. The East shall be served by an in line Metrolink whilst the West will be served by the existing road network. An oral hearing could explore the content of the “49 consultations” held between the DAA and TII and determine if a future proofing omission linking both Campuses is indeed an anomaly or deliberate?                                                                                                                                                                                                         | Please refer to response item (5) above in relation to the western part of the airport campus. Should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise. |  |
| 7                                                                                          | 1) Long term Western Airfield Campus development                                                                                      | 2        | S&T believe a Park & Ride adjacent to Dardistown, with future proofed local link (to the western campus) would alleviate pressure on the M5 O/M 1 /Airport Roundabout.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Provision of park and ride facility is governed by the NTA Park and Ride Strategy: Greater Dublin Area 2021 which does not recommend a P&R location at Dardistown - hence is not deemed suitable for this area.                                                                 |  |
| 8                                                                                          | 2) The Dublin Airport Station and platforms may not meet future demand?                                                               | 3        | The DAA long term airfield masterplan (known to FCC) caters for 50mppa. The DAA assumes all 50 million passengers will be processed from the Eastern Campus which, is currently capped at 32mppa by ABP. Therefore, it's not unreasonable to ask at what stage in DAA expansion does TII anticipate when the 65m Dublin Airport Station platform length could become limiting? As TII and the NTA are unaware of Western Campus development (incorporating a large-scale satellite Pier), an Oral Hearing could determine the suitability of Dublin Airport Station with respect to platforms, internal capacity limits, connections with current and future terminals, and interference with surface vehicular traffic within the GTC (Ground Transport Centre). | Please refer to response to Item (3) in relation to the capacity of the proposed station at Dublin Airport.                                                                                                                                                                     |  |
| 9                                                                                          | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3        | To enable increased passenger processing, the DAA shall have a requirement to expand or replace existing ageing Terminals. As stated, the DAA masterplan has a requirement to process up to 50mppa from the Eastern Campus. Therefore, will TII Metrolinks RO alignment curtail DAA development plans?                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The Proposed project will not curtail the future development potential within the airport campus, as noted in response item (1) and (2) above.                                                                                                                                  |  |
| 10                                                                                         | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3        | In our submission to ABP PL06F.247299, we sought to protect future Terminal expansion and an APM between T1 and T2 by proposing a Metrolink Station East of the T2 MSCP. However, the Metrolink alignment now rests adjacent to and within the GTC. This alignment may now pose challenges or restrict DAA Terminal expansion and screened passenger APM movement. Prior to any notional T3 development, both our Metrolink submissions and indeed the DAA masterplan show a requirement for a satellite Pier on the Western campus. To link a satellite Pier to T1&T2, an APM (Automatic People Mover) shall be required. Therefore, Metrolink cannot be allowed to impede this vital link, otherwise Airport expansion shall be in peril.                       | The Proposed project will not curtail the future development potential within the airport campus, as noted in response item (1) and (2) above.                                                                                                                                  |  |
| 11                                                                                         | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3        | Gaining knowledge from Zurich Airport APM (from the main terminal to its Satellite Dock E), S&T T1&T2 subterranean station is perpendicular to the current Metrolink line with turn back crossing over the Metrolink Line. Whilst The DAA concept drawing has a subterranean station with turn back running under terminal 1. Either way, DAA Pier and terminal replacement and expansion to 50mppa and APM construction shall be required on top of the proposed Metrolink tunnel.                                                                                                                                                                                                                                                                               | This is an issue relating to future extensions to Terminal 1 for DAA and cannot be addressed by TII                                                                                                                                                                             |  |



| Submission No.                                                                             |                                                                                                                                       |          | 127                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Observation; TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022” |                                                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 12                                                                                         | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 4        | Enabling works to protect Charlemont Station have already been carried out by Haines. Therefore, enabling works maybe required by the DAA to allow Terminal expansion on top of and without damaging the RO Metrolink alignment? To mitigate against these additional costs, should the DAA and TII reconsider the S&T’s Station proposal East of T2 MSCP?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The MetroLink station box can facilitate oversite and adjacent development to allow for future terminal expansions. TII will work closely with daa to facilitate such expansion plans when they emerge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13                                                                                         | ABP request                                                                                                                           | 4        | We refer TII and ABP to Alignment Drawing ML-RO-302 D-E specifically cross section drawing AA. Similar to Zurich Airports APM design, in order to ensure a subterranean APM station box between T1&T2 at LEVEL-1 (perpendicular to and on top of the Metrolink line) we request that ABP safeguards this critical future APM. TII could therefore be asked to deepen the southbound tunnel (from the Dublin Airport station) towards section AA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The MetroLink will not constrain the development of a subterranean APM. TII will work closely with daa when plans for such a service emerge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 14                                                                                         | Conclusion                                                                                                                            | 4        | Metrolink when operational, will in theory ease current vehicular access pressures to the Eastern Campus. However, an in-line Dublin Airport Station lacking a local Metro link network link (between both campuses) does not bode well for increased additional congestion on the M1/M50.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII would like to note that the Dublin Airport station has been designed with sufficient capacity to meet future passenger demands (based on DAA passenger growth predictions). TII are not in a position to comment on internal connections between the proposed MetroLink station and other areas of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 15                                                                                         | Conclusion                                                                                                                            | 4        | In the absence of an airport planning TSAR an ABP oral hearing could address some of our concerns to ensure a successful Metrolink design that complements and doesn't restrict Airport Pier and Terminal Development towards 50mppa.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Please refer to response items (1) and (2) in relation to the provision of Dublin Airport. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. An Bord Pleanála may, at its absolute discretion, hold an oral hearing on the Railway Order application and has indicated its intention to do so. The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, and will be managed by the An Bord Pleanála. IALPA will be entitled to be represented at that oral hearing. Please refer to our previous responses relative to the issue raised concerning restricting future development, see 1 and 2 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 16                                                                                         | Public Consultation: Metrolink “Emerging Preferred Route March 2019”, Status - Dublin Airport Station                                 | 6        | <p>It would appear that at "Emerging Route Stage" the NTA seeks no changes to this crucial Airport Station, in that Ireland's International Gateway Hub Airport shall be designated an in line station.</p> <p>Consequently International passengers will experience serious restrictions and barriers in accessing rail transport by having to initially compete with passenger disembarking Trams. Thereafter enter occupied Trams with luggage to avail of whatever remaining tram space remains if:</p> <p>A) Heading Northbound - Compete with Commuter Belt customers exiting the City.<br/>B) Heading Southbound - Compete with Commuters originating from Irelands most populous/ expanding region (Fingal), a 3000 Space Park and ride facility at Estuary, and possibly with a long term interchange/ transfer to the commuter Northern Line (Thus allowing NE Coast and Northern Ireland residents a Heavy Rail / Metrolink interchange connection to Dublin Airport).</p> <p>As Metrolink is supposedly comparable to Barcelona Airport Line 9, we trust that Dublin Airport Station should have, in addition to Estuary, a Terminus Status. Therefore, an opportunity may be lost by the NTA (At Emerging Route Stage) to upgrade this Station to, in IALPA's view, to Terminus Status.</p> <p>However we deem it important to highlight that at Emerging Route Sheet 6 “Northern Tunnel Portal and Intervention Shaft” there may still be an NTA opportunity to add a tram storage/ Turnback facility because presently this is not detailed (at Sheet 6). We respectfully ask that the NTA review this suggestion.</p> | <p>Please refer to response item (3). As noted, the capacity of MetroLink and the Dublin Airport Station has been designed to facilitate passenger demand from the Airport up to 2060. Appendix A9.2-D presents a Traffic and Transportation Assessment of Dublin Airport Station. In recognition of the potentially complex routing and road crossing behaviour at this site, a pedestrian VisWalk model was produced for the area surrounding the station for the Opening Year. In summary, the microsimulation model for Dublin Airport performs well with no areas of excessive congestion or bottlenecks for pedestrians.</p> <p>As detailed in Chapter 6 (MetroLink Operations and Maintenance), due to the significant difference in passenger demand north of Dublin Airport, a double-loop system may be in operation combining a long loop and a short loop as follows:<br/>* Long Loop - Estuary to Charlemont; and<br/>* Short Loop - Dublin Airport to Charlemont.</p> <p>During off-peak periods a double loop service will be provided. This will result in a greater frequency of trains serving Dublin Airport. This flexibility in the service pattern allows for the more efficient operation of the system with trains running more frequently where and when demand is greatest. The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. As above, a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station.</p> |

| Submission No.                                                                             |                                                                                                                |          | 127                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
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| 17                                                                                         | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Tunnel Design                            | 7        | Since the NTA has elected to develop a single Bore Tunnel design we recommend the following simple split North of the Dublin Airport Station or Alternatively construct a Turn back at Emerging Route "Sheet 6" with an additional Mine for future expansion capability just North of the Airport Station to eventually serve the Western Campus / T3 Terminus?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | MetroLink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060. The design does not require a turn back at Dublin Airport station. In addition should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 18                                                                                         | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Station Platform design - Egress & Entry | 9        | <p>Trams should therefore provide:</p> <ul style="list-style-type: none"><li>• An efficient design providing maximum passenger safety,</li><li>• Efficiency of operation at the design rate of 30 trams per hour.</li><li>• Minimum Station way-finding restrictions for impaired passengers and those unfamiliar with Dublin Airport.</li><li>• Ideally designated "Airport only Trams" should have dedicated Luggage storage facilities akin to the dedicated Dublin Bus Airport service.</li></ul> <p>In order to safely provide for both egress and entry at this in line station then segregation of passengers (Predominately with luggage) may require reconsideration to the adoption of an Island (Exit Only) platform. This safety stratagem of using the outer platforms for Tram entry shall obviously alter the fundamental design/track structure within the Airport Station box.</p> <p>Were this additional Island (triple platform) ease of Tram access / egress proposal be deemed impractical then the NTA may have to consider:</p> <p>A) Our Proposed Terminus Status, whereby airport passengers could avail of empty trams on the platform thus allowing a comfortable one way entry flow onto trams</p> <p>Or</p> <p>B) Make no changes to the Standard in line Platform design, make no provision for Terminus Status and acknowledge that airport passengers with luggage, shall have to endure a contra flow platform melee.</p> | <p>Please refer to Chapter 4 (Description of the MetroLink Project) and Chapter 6 (MetroLink Operations and Maintenance) of the EIAR where the design for MetroLink is presented including details on measures for efficiency, safety, and passenger movement and wayfinding both within and outside the stations. Passenger forecasts together with 'Access for All' design guidelines have been used to design the size and layout of the public areas used by passengers, including the entrances; the escalators, lifts and stairs and the platforms.</p> <p>As detailed in response item (2), the station layout is appropriate for the passenger demand up to 2060. Please refer to response item (16) in relation to the comfort of passenger movements around the station.</p> <p>Please also refer to response item (16) in relation to the frequency of services at Dublin Airport. As above, a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station.</p> <p>As detailed in Chapter 6 (MetroLink Operations and Maintenance) section 6.4.1, the operation strategy of the proposed Project is driven by the forecasted passenger demand. The peak passenger demand profiles have informed the layout and designs of the stations, ensuring safe and comfortable movements of all users at locations such as the station platforms. Therefore, Dublin Airport station has been designed to accommodate peak passenger profiles, and as such an additional island platform is not required. Please refer to response item (3) in relation to Dublin Airport's capacity</p> |  |
| 19                                                                                         | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Security Considerations                  | 9        | <p>Stating the obvious we trust that:</p> <ul style="list-style-type: none"><li>• The Automated Tram system can be independently securely controlled from both Main and remote back up locations.</li><li>• The secure Metrolink control centre shall have full control of automated Trams, overriding in an emergency, any action initiated on board the Tram.</li><li>• The Automatic transport signalling system shall be protected from cybercrime.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | As outlined in Chapter 6 (MetroLink Operations and Maintenance) of the EIAR, the system will be managed from an Operational Control Centre (OCC) at Dardistown with a backup OCC also proposed at Estuary. It should be noted that all trains are fully automatic and will be controlled from the OCC. The system will be protected by a high quality IT security system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 20                                                                                         | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Interface with the Airport Complex       | 10       | Whilst Terminals / Metrolink interface is a matter for the DAA we trust that pedestrian access to/from Metrolink shall not restrict nor thwart surface vehicular drop off transport flows entering the Airport Complex.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The pedestrian modelling undertaken by TII demonstrates that the current proposed at-grade connection between the Station and terminals 1 and 2 permits adequate capacity for vehicles and does not cause unacceptable delays or excessive vehicle queuing for traffic using the Airport, and that such connection provides an acceptable, functioning , efficient and safe Level of Service and route for pedestrians with no excessive queuing or pedestrian crowding or corralling evident for pedestrians travelling to and from the Station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |

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| 21                                                                                         | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Expansion capabilities              | 11       | <p>We submit that the combined outstanding decision for both the DAA and the NTA is to define now the eventual location of T3. Given the foregoing we have reviewed our long term integrated transport vision having decided to segregate the traveling public from security screen airline passengers who shall avail of the APM. Hence we now propose that Metrolink should eventually only Link T3 to the Dublin Airport Station.</p> <p>As the DAA shall eventually develop the Western Campus it would be remiss of the NTA not to future proof Metrolink expansion opportunities with the potential of finally developing an airport Terminus i.e On the Western Campus.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Please refer to response item (1) and (2) in relation to the proposed location for the Dublin Airport Station. TII cannot comment on future expansion plans at Dublin Airport. However it should be noted that MetroLinks current design does not preclude future connections to a Terminal 3 (west campus) location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 22                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 1, Comment Sheets 7-10             | 15&16    | <p>Sheet 7 - Dublin Airport North: Alternative Option B: Northwood and Airport indicates a "Depot &amp; Stabling" facility at Dardistown. Were Dardistown designated an underground station then the relocation of the "Depot &amp; Stabling" facility to ideally the construction site at Sheet 7, could allow for a designated Airport Terminus turnaround facility (see Part 2).</p> <p>Sheet 8 - Dublin Airport: Its integration with MetroLink is by far one of the most critical stations on the network. Whilst originally designated as a Metro terminus, this station has over time subtly morphed into an in-line station. We outline our MetroLink concerns for this critical in-line station at Part 2.</p> <p>Sheet9 - Dublin Airport South: In order to alleviate existing M1 access pressure to the Airport, consideration could be given to aligning the Metro at surface grade in the central meridian of the re-aligned dual carriageway. A cost benefit analysis may provide both infrastructures for the same cost to the stand alone bored tunnel option from Dublin Airport South to Northwood.</p> <p>Sheet 10 - Dardistown (Future Station): Whilst a cost benefit study may dictate the ultimate design, we deduce that the indicative "Depot &amp; Stabling" is a moveable piece of associated infrastructure. Hence our comment at Sheet 7 to facilitate an Airport Terminus.</p> | <p>Please refer to response items (1) and (2) in relation to the proposed location for the Dublin Airport Station.</p> <p>Please refer to the MetroLink alignment and details in Chapter 4 (Description of the MetroLink Project) of the EIAR. Chapter 7 (Consideration of Alternatives) provides an overview of the alternatives assessment that has led to the current alignment and design. TII are confident that the alignment and station location at Dublin Airport are the optimum location to service Dublin Airport. It should be noted that a station is being proposed as part of MetroLink at Dardistown which will become an active public station in the future when demand requires. As above in response item (16), a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station.</p> |
| 23                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, Analysis Dublin Airport Station | 17&18    | <p>Presently, two very important report/plans relating to the Dublin Airport gateway are expected during 2018.</p> <p>1) The government commissioned "Irish Airports Capacity Review report* undertaken by Oxford Economics and Cambridge Economic Associates and.</p> <p>2) The Dublin Airport Authority (DAA) Airport Campus Masterplan.</p> <p>IALPA stress to TII and to the “separate study group’ the paramount importance of these reports and for TII to take cognisance of their findings in order to dovetail MetroLink with Ireland’s premier gateway towards 2050.</p> <p>In relation to 2) above one could look on MetroLink as either an asset or indeed a liability to the DAA. An asset, whereby MetroLink delivers domestic and international travellers efficient access io the Airport Campus inner core. Conversely, a DAA liability whereby MetroLink has the potential to i) severely impact on revenues associated with DAA operated car parks and ii) given the predictability of MetroLink travel time reduce planned passenger loiter shopping time airside at the Airport.</p>                                                                                                                                                                                                                                                                                                    | <p>TII are very much of the view that MetroLink will provide an efficient and sustainable link to the core of Dublin Airport thereby improving access to this key gateway. The development of the design for the proposed MetroLink station has been designed to meet future predicted demand arising from Airport growth predictions, as noted in response item (2) and (3).</p> <p>Chapter 3 (Background to the MetroLink Project) details the proposed Project will enhance international connectivity. The proposed Project will improve international connectivity as tourists will be able to arrive at Dublin Airport and then access the rest of the rail network efficiently and effectively, confident in the time their journey will take and when they will arrive. Business travellers will be able to access Dublin City Centre more easily, increasing and improving the likelihood that international businesses will continue to make Ireland their European base of operations.</p>                                                                                                    |
| 24                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, International trends            | 17       | <p>We recommend that TII study the London Piccadilly and Paddington service to London’s Heathrow and thereafter strike a balance between the requirements for a Northbound Estuary and /or an Airport service e.g. does an Airport express service from Sandyford have to stop at all enroute stations?.</p> <p>In keeping with international norms we recommend that Dublin Airport Station should be designated a terminus stop with select express route from Sandyford to the Airport. Such trams on this service must cater for larger pieces of luggage as Airport Passenger access to MetroLink (with associated luggage) must be provided for in a safe spacious unrushed platform.</p> <p>The Airport interchange requires extensive scrutiny to ensure its viability to cater as a dedicated Airport service, in that City bound passenger should not compete with Park and ride passenger from Estuary nor the population from north of the airport stop.</p> <p>One must not forget that passenger numbers are expected to increase significantly in the coming decades which further enforced the argument to safeguard a dedicated Airport Terminus.</p>                                                                                                                                                                                                                                       | <p>It should be noted that MetroLink will not progress as far south as Sandyford and instead will terminate at Charlemont.</p> <p>Please refer to response item (16) in relation the operational strategy and frequency of services at Dublin Airport. Please also refer to response item (16) and (20) in relation to the assessment of pedestrian movements around Dublin Airport Station. MetroLink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060.</p> <p>However, that is not to say that when the system becomes operational that express services to and from the airport could not be facilitated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           |

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| Item No.                                                                                   | Section Ref.                                                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| Observation; TII “Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022” |                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 25                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, International trends | 18       | IALPA suggested Metrolink shunt to provide a four track dedicated Airport North I Southbound priority carriageway. Use of the TII on-site Tunnel Boring Machine (TBM) could facilitate a long overdue stand- alone DAA funded link to the western Campus. This strategically located DAA link has the potential to feed passengers from Terminal 1 and Terminal 2 to the IALPA proposed satellite Pier 5.           | Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals. The Proposed Metrolink Project would not inhibit any future connection to a potential western campus of Dublin Airport should it be required in the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 26                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, DAA Declared position        | 18&19    | IALPA confidentially expects the capacity report to endorse our prophesise that there is an immediate requirement for an additional satellite pier 5 to cater for wide bodied long haul airport in order for Dublin airport to develop as a secondary hub towards 2050.<br><br>Airport expansion to the Western Campus can only be achieved via an access tunnel under the existing operational cross Runway 16/34. | This is an issue for DAA, and is not within the remit of TII to comment on it. Metrolink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 27                                                                                         | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, DAA Declared position        | 19       | Finally, cost efficiency for the DAA and TII can be obtained by integrating in tandem these two strategic infrastructure projects, (Metro and Terminal/Pier). In addition further boring out West could ensure long term Terminal 3 and T1 T2 link.                                                                                                                                                                 | The optimum station location has been identified for Metrolink to serve the existing airport terminals. The station entrance will be located close to both Terminal 1 and Terminal 2, which will facilitate rapid connections between the terminals and the Metro service.<br><br>Please refer to response items (1), (2) and (3) in relation to the chosen location for Dublin Airport, and the anticipated passenger demand.<br><br>Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals. As noted in the responses above, the proposed Metrolink Project would not inhibit any future connection to a potential western campus of Dublin Airport should it be required in the future. |  |

| Submission No.                                                                     |              |          | 128                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Organisation Name or Name of Submitter                                             |              |          | Irish Georgian Society                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| Item No.                                                                           | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| Letter Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 1                                                                                  | 1            | 1        | Accreditation of professional advisers<br><br>While it is noted that a Project Conservation Architect is to be appointed, it is not indicated whether this individual/firm will be required to have a suitable conservation accreditation. As such, the IGS strongly recommends that the appointee is a RIAI accredited Grade 1 Conservation Architect and that a conservation engineer with appropriate accreditation is also engaged in the project.                                                                                                                      | The MetroLink Project Conservation Architect (PCA) Team was appointed by TI in January 2022 and is engaged for a 12.5 year period to ensure continuity of service.<br>The PCA Team comprises multiple Conservation Architects all of whom are RIAI/RIABA accredited. The PCA team are supported by CARE accredited Chartered Engineers, Chartered Surveyors, Industrial Heritage and Stained Glass specialists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 2                                                                                  | 2            | 1        | Condition Surveys<br>As the project is so extensive, it will be essential that sufficient resources are provided to the Project Conservation Architect to ensure that they have ongoing access to an adequate number of sufficiently experienced and accredited conservation professionals.                                                                                                                                                                                                                                                                                 | The MetroLink Project Conservation Architect Team is adequately resourced. Refer to response (1).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 3                                                                                  | 3            | 2        | Permanent removal of elements of architectural interest<br>The IGS has considerable concerns about the planned permanent removal of parts of structures of architectural interest as these will forever lose their originally intended context. In such case, the Society is of the view that a long-term plan for such items should be put in place and agreed with the Dublin City Council Conservation Office prior to the commencement of works.                                                                                                                        | As outlined in EIAR Chapter 26 (Architectural Heritage) a MetroLink Cultural Heritage Strategy (the current draft of which is provided in Appendix A25.1) has been prepared by TII and will be updated by the TII Project Archaeologist and MetroLink PCA team throughout the course of MetroLink to outline TII's approach and management of all Cultural Heritage constraints and impacts on MetroLink. This reflects the long term plan to manage elements of architectural interest. This is an outcome of the Code of Practice as agreed with TII and the now Minister for Housing, Local Government and Heritage (HLGH). The Planning Authority for MetroLink is An Bord Pleanála, however TII will engage with relevant divisions of each Local Authority on the management of any relevant structures of interest.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 4                                                                                  | 4            | 2        | Temporary removal of elements of architectural interest<br>It is noted that in a number of instances it is proposed to temporarily remove features of architectural interest and to reinstate these at a later stage. The IGS has concerns about such proposals as past experience suggests that the reinstatement of such items does not always go ahead. As such, it is recommended that as part of the planning process, a clear agreement for the removal, storage and reinstatement of relevant features is put in place with Dublin City Council Conservation Office. | A grant of an Enforceable Railway Order obliges TII to undertake all EIAR commitments in full, including the reinstatement of heritage items unless conditioned otherwise by An Bord Pleanála who are the Planning Authority for all Railway Works. TII have a good record of re-instating items previously removed on Light Rail Projects.<br><br>As set out by EIAR Chapter 26, Architectural Heritage, section 26.7, the dismantling, transportation, storage, conservation or repairs and reinstatement are to be carried out in accordance with the specification compiled by the MetroLink Project Conservation Architect and that the works, by specialist Heritage Works Contractor(s), are supervised by appropriately qualified professionals.<br><br>As set out in response to Item 3 above the MetroLink Cultural Heritage Strategy (the current draft of which is provided in Appendix A25.1 of the EIAR) will be updated by the TII Project Archaeologist and MetroLink PCA team as agreed with TII and the now Minister for Housing, Local Government and Heritage (HLGH). Prior to commencement of removal and reinstatement works, TII will engage with relevant divisions of each Local Authority on the management and reinstatement of relevant elements of architectural and heritage interest. |  |

| Submission No.                                                                                                                                                          |              |          | 129                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Organisation Name or Name of Submitter                                                                                                                                  |              |          | Irish Life Assurance plc. (19-20 Earlsfort Terrace and 65A Adelaide Road) - represented by Mason Hayes Curran/ Waterman Moylan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Item No.                                                                                                                                                                | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 19-20 Earlsfort Terrace (former Seagrave House) and 65A Adelaide Road (former Davitt House) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 1                                                                                                                                                                       | Submission 1 | 3        | <p>The route selection including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+900 and Chainage 19+100 should be reviewed by NTA/TII to satisfy themselves and to ensure that:</p> <p>(a) MetroLink does not cause structural damage to the foundation system supporting our client's building which comprises a mixture of CFA piles (some extending 16.5m below ground level) and pads foundations which are founded on the competent rock.</p> <p>(b) MetroLink does not cause structural damage to our client's building at the basement level. The basement structure forms the waterproof envelope to our Clients building and any damage would result in the ingress of water into the basement.</p> <p>(c) MetroLink does not cause damage to the bespoke cladding; glazing and fragile finishes of our client's building.</p> <p>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> <p>(e) We note the existing piles and tension anchors appear to clash with the proposed route of the MetroLink route, these elements form part of the substructure and cannot be ignored. We believe that these elements have not been correctly assessed by MetroLink and the impact the proposed route will have on our Client's building. We have enclosed a copy of our drawing EARL-WMS-ZZ- ZZ-DR-S-21209, for your information and reference.</p> | <p>TII notes the additional drawings provided included piles and tension anchors. On the MetroLink Project, the approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the Phase 2 assessment of construction generated ground movements and settlement on property. Tables 5-2 and 5-4 of this report show that the building has been assessed as falling within the "Slight/Very Slight damage". An explanation for which can be found in Table 4-4 of the aforementioned report. Nonetheless a Phase 3 Assessment will be undertaken for this building.</p> <p>The Phase 3 assessment will be a more detailed building specific assessment. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. Normally a Stage 3 assessment results in lower predicted settlement estimates than the Stage 2 assessment (which is more conservative). It should also be noted that TII will commit to monitoring and mitigation measures will be employed as developed at detailed design and referenced with Appendix 5.1 and 5.17.</p>                                                                                                                                                                                                                                                                                                                              |  |
| 2                                                                                                                                                                       | Submission 2 | 4        | <p>We note that drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 (a copy is attached to this submission) does not identify any potential receivers in the area of our Clients building, therefore essentially ignoring potential damage to our client's building. We refer to the following points:</p> <p>a) Metrolink has assessed the "Ground Borne Noise from Tunnel Boring Machine" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's building which is unacceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>The drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 presents the receptors considered in the assessment of airborne noise during construction works at the overground sites, where the closest receptors are modelled. According to Chapter 13 Section 13.2.3.1 the key study areas during the Construction Phase include all surrounding sensitive receptors (occupied buildings) to surface construction works areas. Depending on the sources in question and the local area under consideration, the study area extends out to between 50m from construction works to 300m from construction works. However, it should be noted in this case, that the site is located a significant distance from any above ground works area and as a result there is not predicted to be any exceedances of airborne noise levels resulting from the proposed works.</p> <p>The drawing ML1-JAI-EIA-ROUT_XX-DR-Y-14009 indicates the groundborne noise contours of the passage of the tunnel boring machine. The predicted level of groundborne noise at the named building is predicted to be 50 dB LASmax, exceeding the threshold level of 45 dB LASmax during a relatively short term period of 2-weeks when the TBM passes. These noise levels may be audible for a short period as the TBM passes beneath the building but will not cause any building damage.</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from TBMs at source. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6 Airborne Noise &amp; Groundborne Noise Mitigation Policy).</li></ul> |  |
| 3                                                                                                                                                                       | Submission 2 | 4        | <p>b) Metrolink has assessed the predicted "Settlement" and presents its findings on drawing no. ML1-JAI- EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 45mm settlement directly under the location of our client's building which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and will cause damage to foundations; basement; superstructure; facade and internal finishes. As previously stated the basement structure forms the waterproof envelope to our client's building and any damage would result in the ingress of water into the basement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Please refer to Item 1. The settlement contours calculated were used to undertake the building damage assessment and conclude that damage would be limited "slight / very slight" damage. The damage categories are described in section 4.3.2 of the EIAR Appendix A 5.17, Building Damage Report. However, given the additional details provided this assessment would be taken to Phase 3.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |



| Submission No.                                                                                                                                                          |              |          | 129                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                                                                                                                  |              |          | Irish Life Assurance plc. (19-20 Earlsfort Terrace and 65A Adelaide Road) - represented by Mason Hayes Curran/ Waterman Moylan                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                                                | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 19-20 Earlsfort Terrace (former Seagrave House) and 65A Adelaide Road (former Davitt House) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                                                                                                                                                       | Submission 3 | 4        | We note that drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 (a copy is attached to this submission) does not identify any potential receivers in the area of our Clients building. We refer to the following point:<br>a) Metrolink has assessed the "Groundborne Noise from Operation" and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our Clients building which is unacceptable. | <p>The drawing ML1-JAI-EIA-ROUT-XX-DR-Y-13038 presents the receptors considered in the assessment of airborne noise during construction works at the overground sites, where the closest receptors are modelled. According to Chapter 13 Airborne Noise &amp; Vibration, 13.2.3.1 Study Area Construction Phase from an airborne noise and vibration point of view, the key study areas during the Construction Phase include all surrounding sensitive environments to surface construction compounds. Depending on the sources in question and the local area under consideration, the study area extends out to between 50m from construction works to 300m from construction works.</p> <p>The drawing ML1-JAI-EIA-ROUT_XX-DR-Y-14041 presents contours of groundborne noise during railway operation. The predicted level of groundborne noise during the railway operation is 37 dB LASmax, which is below the 40 dB LASmax threshold, resulting in a not significant impact on the building.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                                                                                                                                                       | Submission 4 | 4        | MetroLink has proposed to acquire the substratum land located under our client's building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01097 (a copy is attached to this submission). This is unacceptable to our client, as the future potential to develop this prominent commercial site in the future will be damaged.                                                                                                                                                                                                            | <p>TII notes the concerns about the potential impact of MetroLink Project on future potential development of your site. The acquisition of substratum land beneath the Irish Life Assurance plc. building and premises is to enable the construction of the Metrolink tunnel.</p> <p>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.</p> <p>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> |
| 6                                                                                                                                                                       | Summary      | 4        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                                                                                                                                                                                                                                     | <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Submission No.                                                                                                                             |              |          | 130                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Organisation Name or Name of Submitter                                                                                                     |              |          | Irish Life Assurance plc. (4 Earlsfort Terrace) - represented by Waterman Moylan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item No.                                                                                                                                   | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, 4 Earlsfort Terrace Dublin 2 (Formerly known as Dolman House) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                                                                                                                                          | Submission 1 | 3        | The route selection, including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+800 and Chainage 18+900, should be reviewed by NTA / TII to satisfy themselves and to ensure that (a) MetroLink does not cause structural damage to the foundation system supporting our client's building.<br>(b) MetroLink does not cause structural damage to our client's building at the basement level, any damage would result in the ingress of water into the basement.<br>(c) MetroLink does not cause damage to the cladding; glazing and fragile finishes of our client's building.<br>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels. | TII appreciates the submission. A Phase 2 Settlement Analysis has been done for the MetroLink alignment and this assessment identified that your building is outside the ground movement contours and will not there be impacted by ground movement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                                                                                                                                          | Submission 2 | 3        | a) Metrolink has assessed the "Groundborne Noise from Tunnel Boring Machine" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 45db directly under the location of our client's building which is unacceptable.                                                                                                                                                                                                                                                                                                                                                                                                                              | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise during TBM passage for the 4 Earlsfort Terrace building is 46 dB LASmax, which is slightly above the 45 dB LASmax threshold, resulting a significant impact on the building for the limited duration of TBM passage (less than 2 weeks). This level of noise will be noticeable for the short duration of time when the TBM is underneath the building but will not cause any structural damage to the building.<br><br>The principal mitigation measures referenced in EIAR Appendix 5.1 aimed at minimising impacts are as follows:<br>- Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.<br>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6, Airborne Noise & Groundborne Noise Mitigation Policy). |
| 3                                                                                                                                          | Submission 3 | 4        | a) Metrolink has assessed the "Groundborne Noise from Operation" and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 25db directly under the location of our Clients building which is unacceptable.                                                                                                                                                                                                                                                                                                                                                                                                                                     | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. For 4 Earlsfort Terrace building, the prediction of groundborne noise and vibration during railway operation are as follows:<br>- The predicted level of groundborne noise during the railway operation for4 Earlsfort Terrace building is 24 dB LASmax, which is below the 40 dB LASmax threshold.<br>- The predicted level of groundborne vibration during the railway operation for 4 Earlsfort Terrace building is 0.003 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.<br>As a result, we consider that no significant impact is expected on the building as a result of Metrolink operation.                                                                                                                                                                                                                                                                                                                                              |
| 4                                                                                                                                          | Summary      | 4        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | This building is not on the alignment, nor impacted by ground movement. TII do not propose to alter the alignment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                                               |              |          | 131                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Organisation Name or Name of Submitter                                                                                                                                       |              |          | Irish Life Assurance plc. (70 St Stephens Green) - represented by Waterman Moylan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
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| Item No.                                                                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, 70 St Stephens Green (formally known as Hainault House Nos. 69-71 St. Stephens Green, Dublin 2) |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 1                                                                                                                                                                            | Submission 1 | 2        | <p>The route selection including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+600 and Chainage 18+700 should be reviewed by NTA / TII to satisfy themselves and to ensure that</p> <p>(a) MetroLink does not cause structural damage to the foundation system supporting our client's building which comprises a mixture of CFA piles (some extending c.14.0m below ground level) and pads foundations which are founded on the competent rock.</p> <p>(b) MetroLink does not cause structural damage to our client's building at the basement level. The basement structure forms the waterproof envelope to our Clients building and any damage would result in the ingress of water into the basement.</p> <p>(c) MetroLink does not cause damage to the bespoke cladding; glazing and fragile finishes of our client's building.</p> <p>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> | <p>The approach taken by TII to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2.</p> <p>EIAR Appendix A5.17 Building Damage Report details the Phase 2 assessment process and the damage categories are explained in section 4.3.2. The building is assessed at damage category 2 (Slight Damage). The MetroLink tunnel has been assessed adjacent to this property at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage and that the necessary clearance has been provided to this property.</p> <p>The Phase 3 assessment will be a more detailed building specific assessment. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. Normally a Stage 3 assessment results in lower predicted settlement estimates than the Stage 2 assessment (which is more conservative). However in the event that building specific detail identifies that the building is more vulnerable to settlement than predicted at Stage 2, then the tunnel will need to be lowered to reduce any potential impacts. It should also be noted that TII will commit to monitor the building for settlement and to repair any damage caused by settlement arising from the advancement of the TBM.</p> |  |
| 2                                                                                                                                                                            | Submission 2 | 2        | <p>a) Metrolink has assessed the "Groundborne Noise from Tunnel Boring Machine" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's building which is unacceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise during TBM passage for 70 St Stephen's Green building is 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a temporary significant impact on the building for the limited duration of TBM passage (less than 2 weeks).</p> <p>Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from the TBM at source. As a result, the principal mitigation measure to minimise effects on 70 St Stephen's Green will be advance public consultation and stakeholder engagement to reduce the significance of groundborne noise effects during construction so that your client is prepared for the passage of the TBM and resultant elevated noise levels. TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see Appendix A14.6 of the EIAR).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 3                                                                                                                                                                            | Submission 2 | 2        | <p>b) Metrolink has assessed the predicted "Settlement" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 15mm settlement directly under the location of our client's building which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and will cause damage to foundations; basement; superstructure; facade and internal finishes. As previously stated the basement structure forms the waterproof envelope to our client's building and any damage would result in the ingress of water into the basement.</p>                                                                                                                                                                                                                                                                                                                                                      | <p>The eastern boundary of 70 St Stephens Green is just outside the 10mm contour and no structural impacts are assessed. However, despite being just outside the 10mm contour, TII will implement a Phase 3 assessment due to the building features noted in this response. Refer to response (1).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |

| Submission No.                                                                                                                                                               |              |          | 131                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Organisation Name or Name of Submitter                                                                                                                                       |              |          | Irish Life Assurance plc. (70 St Stephens Green) - represented by Waterman Moylan                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                                                                     | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022, 70 St Stephens Green (formally known as Hainault House Nos. 69-71 St. Stephens Green, Dublin 2) |              |          |                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4                                                                                                                                                                            | Submission 3 | 3        | a) Metrolink has assessed the “Groundborne Noise from Operation” and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our Clients building which is unacceptable.     | <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The predicted groundborne noise and vibration at the 70 St Stephen's Green building during railway operation is for:</p> <p>- Groundborne noise is 33 dB LASmax, which is below the 40 dB LASmax threshold.</p> <p>- Groundborne vibration is 0.008 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.</p> <p>As a result, TII have assessed that no significant impact is expected on the building as a result of Metrolink operation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5                                                                                                                                                                            | Submission 4 | 3        | MetroLink has proposed to acquire the substratum land located under our client's building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01096 (a copy is attached to this submission). This is unacceptable to our client, as the future potential to develop this prominent commercial site in the future will be damaged. | <p>TII note your concerns about the potential impact of MetroLink Project on the future potential development of your site.</p> <p>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.</p> <p>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> |
| 6                                                                                                                                                                            | Summary      | 3        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                          | <p>The proposed alignment is required in order to allow the tunnel to connect the proposed St. Stephen's Green station to the proposed Charlemont station having regard to ensuring the optimum operation of MetroLink. While there is an opportunity for minor amendments in the alignment within the Limits of Deviation, the analysis presented within the EIAR does not support the requirement for a realignment here - Please refer to the responses above for further details.</p> <p>The design includes for a limit of deviation which is required to allow for unforeseen obstructions and construction tolerances which may necessitate a change to the alignment. In the highly unlikely event that this were to occur, any resulting environmental impacts will comply with the limits set by the enforceable Railway Order.</p> <p>TII has carried out a comprehensive set of ground investigations in accordance with relevant guidelines and best practice. It has a high confidence that MetroLink can be constructed along the proposed alignment without requiring vertical or horizontal adjustment. However, in order to guard against rare and undetectable subterranean conditions that might interfere with construction, the Railway Order provides for limits of deviation (as have other railway authorisation since at least the 1840s). The impacts of potential changes within the Limits of Deviation are considered in the Wider Effects Report (Appendix A5.19).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Submission No.                                                                                                                           |              |          | 132                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Organisation Name or Name of Submitter                                                                                                   |              |          | Irish Life Assurance plc. (Earlsfort Terrace Block C) - represented by Waterman Moylan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Item No.                                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022Earlsfort Centre Block C, Earlsfort Terrace, Dublin, D02 X668 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                                                        | Submission 1 | 2        | <p>The route selection, including horizontal alignment, vertical alignment and depth of MetroLink below ground in the area between Chainage 18+800 and Chainage 18+900, should be reviewed by NTA / TII to satisfy themselves and to ensure that</p> <p>(a) MetroLink does not cause structural damage to the foundation system supporting our client's building which comprises a two-storey basement founded on the competent rock.</p> <p>(b) MetroLink does not cause structural damage to our client's building at the basement level, any damage would result in the ingress of water into the basement.</p> <p>(c) MetroLink does not cause damage to the cladding; glazing and fragile finishes of our client's building.</p> <p>(d) MetroLink provides the necessary vertical and/or horizontal clearance between the existing basements and the tunnels.</p> | <p>On the MetroLink Project, the approach to ground movement and building damage assessment follows the industry standard three-phased ground movement impact assessment process that is undertaken on tunnelling and underground projects around the world, that includes Channel Tunnel Rail Link (CTRL), Dublin Port Tunnel, Crossrail and High Speed 2. The MetroLink tunnel has been assessed going under these properties at the depth and on the alignment proposed and TII are satisfied that the assessed movements will not lead to structural damage to these properties.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property. Table 5-2 of this report shows that the building has been assessed as falling within the "Very Slight damage" category currently (building reference B -53), an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>The building has been classified under "Damage category 2 or below" following the Refined Phase 2a Building Damage Assessment. EIAR Appendix 5.17 specifies that all buildings that have been subject to a Phase 2 assessment will be reviewed and reassessed by the D&amp;B Contractor. This Phase 2b assessment will use refined and updated parameters available to the D&amp;B contractor as a result of him progressing the development of the detail design and finalising his construction methodology and planning. All buildings that have been classified at the end of the Phase 2b assessment as Damage Category 3 (Moderate) or above (or where there exists any uncertainty after the Phase 2b assessment) will be the subject of a Phase 3 assessment by the D&amp;B Contractor.</p> <p>If the building has a basement we would take your building to a Phase 3 Assessment at detailed design stage to confirm the current results. TII would undertake surveys and collate building drawings to confirm the assessment.</p> |
| 2                                                                                                                                        | Submission 2 | 2        | <p>a) Metrolink has assessed the "Groundborne Noise from Tunnel Boring Machine" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14009 (a copy is attached to this submission). This drawing indicates MetroLink will generate an additional 50db directly under the location of our client's building which is unacceptable.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Appendix A14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise during TBM passage for Earlsfort Terrace Block C is 49 dB LASmax, which is above the 45 dB LASmax threshold, resulting a significant impact on the building for the limited duration of TBM passage. It is important to note however that there will be no potential for damage to the building resulting. The duration of this impact will be in the order of up to two weeks as the TBM passes. TII will liaise with Irish Life Assurance plc. to ensure the timing of these impacts are known.</p> <p>The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>- Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>- TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6, Airborne Noise &amp; Groundborne Noise Mitigation Policy).</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3                                                                                                                                        | Submission 2 | 2&3      | <p>b) Metrolink has assessed the predicted "Settlement" and presents its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-21149 (a copy is attached to this submission). This drawing indicates MetroLink will be causing a 40mm settlement directly under the location of our client's building which is unacceptable. Settlements of this magnitude cannot be accommodated by the building's structure and will cause damage to foundations; basement; superstructure; facade and internal finishes. As previously stated the basement structure forms the waterproof envelope to our client's building and any damage would result in the ingress of water into the basement.</p>                                                                                                                                                                                   | <p>Please refer to Item 1. The settlement contours calculated were used to undertake the building damage assessment and conclude that damage would be limited to "slight / very slight" damage. The damage categories are described in section 4.3.2 of the EIAR Appendix A5.17, Building Damage Report. However, if the basement details are confirmed this assessment would be taken to Phase 3 as part of the further assessment procedure outlined in the EIAR Appendix A5.17.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| Submission No.                                                                                                                           |              |          | 132                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Organisation Name or Name of Submitter                                                                                                   |              |          | Irish Life Assurance plc. (Earlsfort Terrace Block C) - represented by Waterman Moylan                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Item No.                                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022Earlsfort Centre Block C, Earlsfort Terrace, Dublin, D02 X668 |              |          |                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                                                                                                                        | Submission 3 | 3        | a) Metrolink has assessed the “Groundborne Noise from Operation” and presented its findings on drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-14041 (a copy is attached to this submission). This drawing indicates MetroLink will be generating an additional 35db directly under the location of our Clients building which is unacceptable.     | Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction and operation phase of the project. The prediction of groundborne noise and vibration for Earlsfort Terrace Block C during railway operation are as follows:<br>- The predicted level of groundborne noise during the railway operation for Earlsfort Terrace Block C is 35 dB LASmax, which is below the 40 dB LASmax threshold.<br>- The predicted level of groundborne vibration during the railway operation for Earlsfort Terrace Block C is 0.009 ms-1.75, much lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) threshold of 0.8 ms-1.75.<br>As a result, we consider that no significant impact is expected on the building as a result of Metrolink operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5                                                                                                                                        | Submission 4 | 3        | MetroLink has proposed to acquire the substratum land located under our client's building, which is outlined in drawing no. ML1-JAI-EIA-ROUT-XX-DR-Y-01096 (a copy is attached to this submission). This is unacceptable to our client, as the future potential to develop this prominent commercial site in the future will be damaged. | <p>TII note your concerns about the potential impact of MetroLink Project on future potential development of your site. The acquisition of substratum land beneath the Irish Life Assurance plc. building is to enable the construction of the Metrolink tunnel. The site referred to is zoned Z6 - Employment / Enterprise, however there is no extant planning permission on the site of Block C. The submission does not refer to a specific future development, only to the generality of future development.</p> <p>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 a “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> |
| 6                                                                                                                                        | Summary      | 3        | In summary, our client requests that the route of the proposed MetroLink tunnels are diverted away from their current proposed location (under our client's building) to either below the public carriageway or buildings that will not be damaged or compromised by the presence of the tunnels located under.                          | TII do not intend to alter the horizontal alignment as the building damage assessments currently undertaken support the validity of the alignment. Refer also to Item 1 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



| Submission No.                                                                                                                                           |                                                                |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                |          | Irish Water (Uisce Eireann)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                 | Section Ref.                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                                                                                                                        | Cover letter                                                   | 2        | Irish Water is cognisant of the significant number of interactions the MetroLink scheme will have with both existing Irish Water infrastructure and future planned infrastructure. It is imperative that Irish Water’s infrastructure, both existing and planned, is protected and future proofed to ensure continued provision of critical services. Examples of these interactions include, but are not limited to, multiple diversions and crossings of existing Irish Water assets, interactions with the Greater Dublin Drainage Project, Swords Pumping Station, Catchment Drainage Area Plans and infrastructure projects such as Fosterstown Wastewater Sewer upgrade, North Fringe Sewer and the Dublin City Sewerage Scheme.                                                                                                           | <p>TII commit to protecting existing IW infrastructure and to continuing to engage with Irish Water to ensure the detailed designs for MetroLink incorporate either the appropriate protection measures for existing Irish Water assets as detailed in the EIAR Chapter 22 (Infrastructure and Utilities) and EIAR Appendix A22.1 (Summary of Utilities Settlement Analysis Study) or as developed in the detailed design, and to include for agreed future proofing measures where required and as appropriate to ensure future planned Irish Water infrastructure can be delivered in proximity to the MetroLink scheme.</p> <p>The Preliminary design undertaken to date is appropriate for the RO application stage with detailed designs to be developed by the contractor(s) and agreed with Irish Water subsequently.</p>                                                                                                                                                                                                                                                                                                      |
| 2                                                                                                                                                        | Irish Water Observations - Provision of Public Services        | 3        | <p>In order to enable Irish Water to facilitate future growth within the required timeframe, TII must commit to protecting locations for future key Irish Water infrastructure including the provision of necessary culverts and crossing points, ahead of any works commencing. In this regard, TII will need to agree, at the Detailed Design stage of the MetroLink, and prior to any construction works taking place, the manner in which the proposed MetroLink works will interact with existing and planned future Irish Water infrastructure, including but not limited to wayleaves and/or rights of way and provision of necessary culverts for future crossing points.</p> <p>To date, Irish Water has not received Detailed Designs from TII for each of the specific interaction(s) between MetroLink and Irish Water’s assets;</p> | <p>1. For existing infrastructure, TII will apply all requisite protection measures as outlined in the EIAR Chapter 22 or as developed and agreed with IW during the detailed design phase.</p> <p>2. For future infrastructure planned by UE and in respect of which details have been furnished to TII, TII will engage with UE’s engineering team to agree solutions which protect both UE’s future planned infrastructure and all elements of the MetroLink project.</p> <p>3. Clearly, while specific commitments cannot be given with respect to future infrastructure planned by UE but in respect of which no details have been furnished to TII or are publicly available, TII will continue to engage with UE to address any such works as it does on all of its other transport systems e.g. Luas.</p> <p>Though not required for the purpose of the Railway Order application TII have begun submitting detailed designs for consideration since July of 2023 for each of the specific asset between MetroLink and Irish Waters Assets and are seeking to engage collaboratively with Irish Water to agree solutions.</p> |
| 3                                                                                                                                                        | Irish Water Observations - Recommendations to An Bord Pleanála | 4        | Based on the information available, Irish Water is of the opinion that many of the interactions proposed could be facilitated subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works, together with other valid agreements including easements for private lands and transfer of ownership, and continued engagement with Irish Water both on any approval of this Railway Order and on a continuous basis throughout the process of Detailed Design proposals.                                                                                                                                                                                                                                                                          | While TII will continue to engage with UE througout the detailed design and construction phase of the project, the EIAR identifies, describes and assesses potential significant impacts on UE assets and the required mitigation measures and protections which will be applied. Please refer to EIAR Chapters 5 and 22.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Submission No.                                                                                                                                           |                                                                                                     |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| 4                                                                                                                                                        | Irish Water Observations - Recommendations to An Bord Pleanála                                      | 4        | <p>Irish Water is of the opinion that Further Information is required to be provided by TII on certain aspects of the proposals, which may have the potential to impact Irish Water’s delivery of critical water infrastructure. In particular, Irish Water considers that further information is necessary regarding the MetroLink’s interactions with the Greater Dublin Drainage Project (GDD), which is a live Strategic Infrastructure Development application and a critical strategic water infrastructure project. Irish Water provides details in Section M below on the specific concerns, summarised as principally relating to the following points;</p> <p>o The significant overlap of the MetroLink and GDD Planning (redline boundary)/Compulsory Purchase Order (CPO) areas at the proposed Dardistown Main Compound and appropriate consideration of both projects; and in particular Irish Waters confirmed CPO during what is noted as an extensive construction period (up to nine years)</p> <p>o The proposed Embankment where MetroLink interfaces with GDD (during previous discussions with TII it had been agreed that an overbridge would be the optimal interface solution)</p> <p>o The GDD project is represented incorrectly on the drawings and does not appear to be referenced in the Planning Report</p> <p>o Constructability – greater detail is required on the likely interactions between GDD and MetroLink during construction (i.e., Programme Scenarios)</p> | <p>The MetroLink project has been developed based on the GDD project being constructed and operational before MetroLink construction commences. This is a reasonable and valid assumption although it is recognised there remains uncertainty around the precise delivery schedule for both projects given neither have planning approval at this time.</p> <p>TII have engaged with Irish Water in relation to the GDD pipeline and have reached agreement on how the issues raised shall be dealt with between the parties as follows:</p> <p>(i) TII and Irish Water/Uisce Eireann to discuss in further detail on the principles of the interface in relation to land take, CPO requirements, and programme and have agreed to collaboratively engage on the interface in a timely manner at an appropriate time to agree construction, operation and maintenance methodologies.</p> <p>(ii) TII do not agree that an overbridge will be required at this location. Any protection measures in relation to the embankmennt, if required, shall be agreed collaboratively between the parties at detailed design stage.</p> <p>(iii) The horizontal alignment of the GDD scheme is correctly shown however the number of manholes and their associated levels shall be rectified on the MetroLink drawings.</p> <p>(iv) The constructability interface principles have been agreed as well as what the responsibilities of each party shall be depending on the timing of the projects. Both parties intend to agree to a memorandum of understanding to reflect this.</p> |  |
| 5                                                                                                                                                        | Description of the Known and Future Likely Interactions<br><br>A) Diversion of Irish Water's Assets | 5        | <p>Irish Water would like to specifically note to ABP that while the known diversions required to facilitate the proposed development are listed in Appendix 1a and 1b at length, this list is not exhaustive and is based on the best information available to, and provided by, the applicant at this time. It should not be considered an exhaustive list of all diversions that may be required. Designs for all diversions, including any additions in excess of those listed below, are required to be agreed with Irish Water at the Detailed Design stage, and in all instances prior to the commencement of development in order to allow Irish Water to continue to provide critical public services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII have based their assessment of diversions required based on asset record information provided by Irish Water and GPR surveys undertaken by TII to date. TII confirm that as they continue to develop the design, a list of required diversions will be maintained under review and updated as required. TII will continue to engage with and keep IW informed of any changes to the proposed list of IW diversions and agree the detail design of IW diversions with IW. See also Response (1) above.</p> <p>TII note IW request that all designs are agreed prior to the commencement of the development. Given the scale of the development, TII would ask that rather than condition all designs are agreed prior to the commencement of the development, that instead diversion designs must be agreed with IW before the diversion works concerned are commenced. The reason for this request is to prevent the overall construction schedule being unnecessarily constrained. UE and TII are currently working through an updated legal agreement to cover the works which sets out the framework for exchange and agreement of designs.</p>                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 6                                                                                                                                                        | Description of the Known and Future Likely Interactions<br><br>A) Diversion of Irish Water's Assets | 5        | <p>TII must, as part of the MetroLink works, take account of the location of all Irish Water Assets both below and above ground and in some cases, where those assets are attached to bridges. TII must protect Irish Water’s assets over the course of the project, both during the construction and operational phases, to allow Irish Water to continue to provide critical public services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>TII confirm that they will take account of all known IW assets both below and above ground that could potentially be impacted by MetroLink and protect them both during the construction and operational phases. TII have reviewed asset record drawings provided by IW and have undertaken GPR surveys to validate the location of existing services. TII confirm that as they continue to develop the design a list of assets that could potentially be impacted by MetroLink will be maintained and kept under review and updated as required. TII will continue to engage with and keep IW informed of any changes to the proposed list of impacted IW assets identified by the RO drawings and schedules.</p> <p>EIAR Chapter 22 details the methodologies which will be followed in any diversions or changes required to existing Utilities and Infrastructure and the mitigation methods which wil be applied.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |

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| 7                                                                                                                                                        | Description of the Known and Future Likely Interactions<br><br>B) Ground Movement and Locations Requiring protection Measures | 5        | Based on initial analysis and modelling carried out by the applicant, protection measures may be required for 268 no. watermain locations and 80 no. sewer locations. These locations are set out in detail in Appendix 2 below. This list is based on the information provided by TII at this time. It should not be considered an exhaustive list of all locations where protection measures may be required. Further detailed analysis is to be carried out by the applicant at Detailed Design phase to determine the full list of locations at which protection measures are required. This full list of locations at which protection measures are required, and all associated designs, are required to be agreed with Irish Water at the Detailed Design stage, and in all instances prior to the commencement of development. These requirements will be subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works. | An Initial analysis for the purpose of preliminary design and to inform the EIAR has been carried out based on asset record information received from IW. This analysis will be further progressed through the detail design phase and shall incorporate ground investigation data gathered by TII during 2023. It would be expected that in many cases as a result of detail design and construction methodology refinement that the number of assets requiring protection measures will reduce. TII confirm that as they continue to develop the design the list of assets that could potentially be impacted by MetroLink will be maintained under review and updated as required. TII will continue to engage with and keep IW informed of any changes to the proposed list of impacted IW assets identified by the RO drawings and schedules.<br><br>TII note IW request that all protection measures and designs are agreed prior to the commencement of the development. Given the scale of the development, TII would ask that rather than condition all protection measures and designs are agreed prior to the commencement of the development, that instead designs must be agreed with IW before any works are commenced that could impact IW infrastructure. The reason for this request is to prevent the overall construction schedule being unnecessarily constrained. |  |
| 8                                                                                                                                                        | Description of the Known and Future Likely Interactions<br><br>C) New Pumping Station Seatown/Swords                          | 6        | Pre-application consultation has been held with the applicant regarding the proposed new wastewater pumping station in the vicinity of the Estuary Roundabout on the R132 and R125 roads in Swords. Based on the details provided by TII, Irish Water can confirm that subject to Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works, and other valid agreements including Easements for Irish Water pipes on private lands being put in place, the proposals can be facilitated. This comprehensive legal agreement will include the requirement that ownership of the new wastewater pumping station and associated lands must be transferred to Irish Water in advance of operation and that any assets transferred will be in accordance with Irish Water commissioning standards.                                                                                                                                             | Please see Response (3) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 9                                                                                                                                                        | Description of the Known and Future Likely Interactions<br><br>D) Railway Works & Related Provisions                          | 6        | Where road upgrades, widening, alignments etc are being undertaken, the applicant must consult with Irish Water regarding impact on existing and future planned Irish Water assets ahead of any works commencing. For example, if the proposed works involve road widening, thereby potentially changing the location of a below ground Irish Water asset from a non-trafficable area to a trafficable area then diversions or alterations may be required. Also, the raising or lowering of footpath/road levels could impact on Irish Water assets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII confirm that Irish Water will be consulted on any impact on existing and future planned Irish Water assets resulting from any alterations proposed to roads and pavements as part of the MetroLink works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 10                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>D) Railway Works & Related Provisions                          | 6        | Where road closures are necessary, Irish Water Operations Staff will still require access to carry out emergency repairs of watermains or to clear sewer blockages etc. Early consultation and notification from TII is required to enable Irish Water to plan works accordingly and ultimately minimise disruption to the public. These requirements will be subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII confirm this is understood and that this obligation will be included in the Contract specification, including the requirement to consult with IW to plan both IW and TII works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

| Submission No.                                                                                                                                           |                                                                                                                                                                      |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                                                                                      |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>E) Wastewater Sewer, Water Mains, Culverts Requirements & Culvert Crossing(s) to Service Future Lands | 7        | For likely locations of future Irish Water network pipes crossing above/below the MetroLink infrastructure, additional Culverts (or sleeves) are required to be provided. The design for the location, size and specification of these additional Culverts is required to be agreed by Irish Water at Detailed Design phase in advance of any physical works on the ground. The applicant will be required to engage with Irish Water during the Detailed Design and construction stages to agree culvert requirements & crossings to ensure that the servicing of future strategic reserves and zoned lands is catered for through the incorporation of these culverts at agreed locations. | Please refer to Response (1) above regarding future proofing and planning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>E) Wastewater Sewer, Water Mains, Culverts Requirements & Culvert Crossing(s) to Service Future Lands | 7        | TII must protect locations for future key Irish Water infrastructure including the provision of necessary culverts and crossing points, ahead of any works commencing. TII will be required to agree, at the Detailed Design stage of the MetroLink, and prior to any construction works taking place, wayleaves and/or rights of way and provision of necessary culverts for future crossing points.                                                                                                                                                                                                                                                                                        | Please refer to Response (1) above regarding future proofing and planning.<br><br>TII note IW request that 'wayleaves and/or rights of way and provision of necessary culverts for future crossing points' must be agreed prior to any construction works taking place. Given the scale of the development, TII would ask that rather than condition this must all be agreed ahead of any works taking place, that instead this must be agreed with IW before works are commenced that could impact access for future crossing points that it is agreed will be provided for by MetroLink. The reason for this request is to prevent the overall construction schedule being unnecessarily constrained. |
| 13                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>F) Easements & Wayleaves                                                                              | 7        | In relation to acquisition and possession of land rights, where TII require the acquisition of lands, at a minimum, Irish Water will seek to maintain our wayleave rights over pipeline routes, to ensure access is facilitated for maintenance works. TII must engage with Irish Water at design stages to discuss wayleave rights and access and any other protection measures required to ensure the continued provision of water services. Wayleaves for all pipe work will be required in favour of Irish Water.                                                                                                                                                                        | It is agreed sufficient access provision will be provided to enable IW to maintain their assets wherever TII are able to do so.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 14                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>F) Easements & Wayleaves                                                                              | 7        | The applicant shall provide and arrange registration of Easements, in accordance with Irish Water requirements, for all locations where diversions / protection measures / new assets for the Irish Water network are proposed for private lands. It is Irish Water's opinion that all land with Irish Water infrastructure in closed off sites should transfer to Irish Water. These requirements will be subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works.                                                                                                                   | TII confirm that they will continue to consult with Irish Water with regard to the registration of easements. All such land within closed off sites which is permanently acquired by TII under the Railway Order will be transferred to IW following completion of the relevant works subject to situations where MetroLink Operation and Maintenance requirements require otherwise. In these limited cases, TII will consult with UE to ensure that a workable solution is found so as to ensure all required access rights of both TII and UE are provided for.                                                                                                                                      |

| Submission No.                                                                                                                                           |                                                                                                             |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                                                             |          | Irish Water (Uisce Eireann)                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                                | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                           | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                             |          |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 15                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>G) Discharge of Water                        | 7        | In relation to Article 15 discharge of water, the Greater Dublin Area Planning Authorities have policies regarding Sustainable Urban Drainage (SUDs). In support of appropriate management of discharge of water, Irish Water would like to see a reduction in stormwater runoff from all existing roads, hardstanding & paved areas. No additional surface water is to be discharged to existing foul/combined sewer networks. | TII confirm as part of the design that they will endeavour to reduce the volume of stormwater run-off and additional surface discharge to existing foul/combined sewer networks so far as is practicable, noting this will be limited to MetroLink infrastructure that TII is responsible for.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>G) Discharge of Water                        | 8        | Irish Water would like to see the MetroLink project promote Blue and Green Infrastructure and SUDs wherever possible, to include, planting along road and railway verges and canal banks as these form important corridors for both storm water management, biodiversity, and carbon capture.                                                                                                                                   | The MetroLink drainage design has been developed to incorporate SUDs components and techniques that are in line with CIRIA SuDS manual C753 (2015), Great Dublin Regional Code of Practice and associated GDSDS Technical Documents and Fingal CC Blue/Green infrastructure for Development Guidance Note.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 17                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>H) Wastewater Section 16 Temporary Discharge | 8        | Irish Water does not recommend dewatering to Foul sewers including the North fringe Sewer (NFS) and/or the Swords Wastewater Treatment Plant foul network. Ahead of any proposals to discharge to the public network, a full assessment with Irish Water is required to be carried out and any arrangements agreed with Irish Water prior to works commencing.                                                                  | <p>As outlined in Section 18.3.5.4 of Chapter 18 of the EIAR, during the excavation of stations and/or cut sections there will be some temporary dewatering which will require collection, treatment and attenuation prior to off-site discharge. This discharge of “dewatering water” will be for a limited duration until such time that the base slab to the excavation has been cast, at which point groundwater ingress will be extremely limited. Measures to further reduce the discharge of groundwater will include the re-use of the water on-site for activities such as dust suppression, general cleaning and surface washdown.</p> <p>The key rationale for sending construction phase discharges to sewer is to minimise the potential environmental effects on local receiving waters, particularly along the surface sections of the alignment. The rivers and streams along the alignment are particularly sensitive for the following reasons:</p> <ul style="list-style-type: none"><li>•They include a number of streams identified for salmonid populations such as Atlantic Salmon and Brown Trout. These include the Broadmeadow and Sluice rivers;</li><li>•In addition, all streams that the MetroLink alignment crosses, discharge to the Irish Sea in close proximity to a number of European protect sites including the following: Malahide Estuary SAC, Malahide SPA, Baldoyle Bay SAC, Baldoyle SPA, North Bull Island SAC, North Bull Island SPA and Rockabill to Dalkey Island SAC.</li></ul> <p>The majority of these streams are already degraded, with sections designated as being of poor ecological status. Under the European Union Environmental Objectives (Surface waters) (Amendment) Regulations 2009, as amended it is required to implement measures “requiring the restoration of surface water bodies of less than good status (or good potential as the case may be) to not less than good status (or good potential)”. This is challenging to achieve in these catchments considering the significance of the already degraded water quality.</p> <p>Having regard to the value of the streams (salmonid potential) and the receiving environment (European sites), and the already degraded water status, these streams are considered very sensitive. For these reasons it is considered appropriate to discharge to sewer rather than risk further degradation of these sensitive waterbodies.</p> <p>Ahead of any proposals to discharge to the public network, TII will carry out the required assessment of the affected sewer and proposed discharge. It would be helpful if IW could make available its full assessment criteria so TII and its designers and contractors can ensure all the information IW require is provided.</p> |

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| Submission No.                                                                                                                                           |                                                                                                      |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                         | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 18                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>I) Drinking Water Protection Measures | 8        | It is noted that Irish Water’s internal assessment of the subject development, identified 3 no. potential abstraction points the development has the potential to impact on. These points are all located in close proximity to the proposed Dublin Airport Metro Station. While the application should have consideration for these abstraction points and any potential impacts, it is noted that none of these abstraction points are in the ownership of Irish Water, nor are they connected to Irish Water’s network. Given these points are not owned by Irish Water, they have not formed part of the subject assessment. However, Irish Water notes that an assessment of these points is included in Chapter 20.3.3.7 of the EIAR. Irrespective of above, the applicant must ensure that proposals do not impact any Irish Water Drinking Water Source and/or waters used for the abstraction of drinking water nor cause any deterioration in quality during the construction and operational phase of the proposed development.                                                                                                                   | As noted by the observation, TII have assessed these abstraction points and can confirm that none of the MetroLink proposals will impact any Irish Water drinking water source and/or waters used for the abstraction of drinking water nor cause any deterioration in quality during the construction and operational phase of the proposed development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>J) Catchment Drainage Area Plan       | 9        | <p>The MetroLink runs through four DAP areas of the catchment. Irish Water is assessing these four areas in respect to growth requirements. The City Center Sewerage Scheme (CCSS) initial project scoping under the DAP is complete and is inclusive of growth projections agreed with Dublin City Local Authority. The Swords DAP is in the final stages of initial project scoping with growth provisions agreed with Fingal Local Authority. There has been an additional growth scenario created for the MetroLink densification based on discussions with both Fingal and Dublin City Local Authorities.</p> <p>Irish Water is progressing planned assessments for the remaining North Fringe Sewer (NFS) and Main lift DAP areas and Irish Water will adopt the same approach with respect to inclusion of growth projections. Any densification in areas of the Main lift DAP catchment will be captured and all projects in these DAP areas will take into account the full future growth figures when designing infrastructure for the long-term horizons. Areas expected to be relevant include Rathmines and Pembroke drainage catchment(s).</p> | <p>TII confirm that the discharges from MetroLink have been calculated and are applicable to the c100 year design life of MetroLink. The assessments have been issued to IW by way of Pre Connection enquiry forms (as requested by IW) and it is for IW to ascertain if their network is sufficient to receive the MetroLink discharges, combined with any other (non MetroLink) discharges that TII are not sighted on. As is normal with requests to discharge to IW network, the issue will be dealt with in the course of the preconnection process.</p> <p>Future development and impacts of same on the drainage network along the catchment is a matter for Local Authorities and their respective development plans. Any requirements to cater for future growth projections within the Irish Water Network should be confirmed by IW to TII in sufficient time so as to capture them in our designs (at detailed design stage) so as to prevent delays to the overall project programme.</p> |
| 20                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>K) Capital Infrastructure Projects    | 9        | <p>The following Irish Water projects must be considered in the context of MetroLink.</p> <p>The Swords Wastewater Pumping Station discussed above,</p> <p>the Rosie Hackett Bridge which is located beside an existing Siphon. The Rosie Hackett siphon project is at early design stage. The main risk is a future construction risk of two major projects occurring in the same area of the quays.</p> <p>The Fosterstown wastewater sewer upgrade (Appendix 3, Figure 1) shows the area interacting with the MetroLink route on R132 bypassing Swords. The carriageway to the Southeast has been ear-marked already for MetroLink therefore Irish Water requires a clear route for our pipe on the other side of the R132 road. This design has been agreed with Fingal Local Authority and Irish Water’s works are planned to start and finish on site in 2023. The applicant is required to continue engagement with Irish Water to ensure there is no impact to the delivery of this public infrastructure.</p>                                                                                                                                       | <p>This is understood and TII is committed to working with IW to ensure the interfaces between these IW projects and MetroLink are managed to enable both parties to achieve their required outcomes. Irish Water have forwarded details of the schemes referenced and TII would propose that a meeting is held with IW to discuss the Rosie Hackett siphon project to ensure that risks to the respective works are coordinated.</p> <p>TII is aware that carriageway to the Southeast has been ear-marked already for MetroLink and will provide a clear route for the pipe on the other side of the R132 road. TII will continue engagement with Irish Water to ensure there is no impact to the delivery of this public infrastructure.</p>                                                                                                                                                                                                                                                        |



| Submission No.                                                                                                                                           |                                                                                                       |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                          | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 21                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>L) New Connections                     | 10       | Any new connection(s) are subject to a Connection Agreement with Irish Water, prior to any works commencing for new connections to the Irish Water network. Any temporary service connections throughout the construction phase will also be subject to a connection agreement with Irish Water.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | This is understood and agreed. These obligations will also be included within the relevant TII contract specifications.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 22                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>Summary Observations on Paragraphs A-L | 10       | In respect to paragraphs A-L above, and based on the information available, Irish Water is of the opinion that many of the interactions could be supported subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works, and other valid agreements including easements for private lands and transfer of ownership, being put in place.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Please see Responses (3) and (14) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 23                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>Summary Observations on Paragraphs A-L | 10       | Detailed Design proposals must be in accordance with Irish Water’s Technical Standards, Codes of Practice, and Standard Details and other associated Irish Water requirements. This includes, but is not restricted to, requirements for separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. Additionally, where a watermain or wastewater sewer is proposed in an area of future restricted access, such as crossing above or below the MetroLink tunnel or tracks, a duplicate watermain or wastewater sewer will be designed and installed to maintain supply in the event of a problem with the future live Irish Water Network, until access is available to carry out repairs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>It is agreed that detail design proposals for IW infrastructure will be in accordance with IW Technical Standards, Codes of Practice, and Standard Details and other associated Irish Water requirements. However, there will be some locations where due to the congested nature of the environment, IW standards cannot be met. Where this occurs, TII will follow IW’s derogation procedures. It would be helpful if IW could provide a list of all relevant documents to be taken account of, and access to said documents, so that these can be provided to TII designers and contractors.</p> <p>Regarding provision of duplicate infrastructure, TII understand the requirement for this. TII propose that for each location where access to a watermain or wastewater sewer could be restricted that this is reviewed on a case by case basis to determine how access can be best managed. However, TII believe that there are alternatives to simple duplication, including oversized sleeving, or additional valve installation for example. TII are available to consider such alternatives in advance of construction.</p> |
| 24                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>Summary Observations on Paragraphs A-L | 10       | The applicant will be required to arrange registration of easements, in accordance with Irish Water requirements, for all locations where diversions / protection measures / new assets for the Irish Water network are proposed for private lands. Where the applicant acquires lands, the applicant is required to engage with Irish Water to agree easements and wayleaves and any other protection measures required to ensure the continued provision of water services. At any locations where infrastructure (pipework and/or above ground assets) for the Irish Water network are proposed, e.g., new wastewater pumping station in the vicinity of the Estuary Roundabout on the R132 and R125 roads in Swords, the associated land is required to be transferred to the ownership of Irish Water. Furthermore, the applicant will be required to ensure access to Irish Water’s existing infrastructure is maintained for Irish Water employees, representatives and contractors during the construction and operational phases of the development and that in the event any Irish Water owned asset being impacted or damaged as a result of the proposed construction and operation of the proposed development, the effects of any impacts or damage will be adequately addressed by TII any damage to Irish Water’s network will be reinstated, to the satisfaction of Irish Water. | Easement/Wayleaves will be provided as appropriate and where TII are able to do so. Please also refer to Responses (12), (13) and (14).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Submission No.                                                                                                                                           |                                                                                                                                                        |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                                                                           | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| 25                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>Summary Observations on Paragraphs A-L                                                  | 10       | As part of the works TII will need to facilitate third party oversight and/or on-site supervision as required by Irish Water. It should be noted that Irish Water reserve the right to 'step in' and to carry out certain works for example, vibration monitoring or any other specific piece of work (this will be detailed in the legal agreement to be entered into between TII and Irish Water).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII will facilitate reasonable IW access to MetroLink works (subject to standard condiitons with regard to health and safety etc) that could have a potential impact on IW infrastructure and or are associated with the provision of IW infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 26                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>M) Greater Dublin Drainage (GDD) Project                                                | 11       | <p>Our specific concerns may be summarised as principally relating to the following points, which are detailed further in subsequent sections:</p> <ul style="list-style-type: none"><li>• The significant overlap of the MetroLink and GDD Planning (redline boundary)/Compulsory Purchase Order (CPO) areas at the proposed Dardistown Main Compound and appropriate consideration of both projects and in particular Irish Water’s confirmed CPO during what is noted as an extensive construction period (up to nine years)</li><li>• The proposed Embankment where MetroLink interfaces with GDD (during previous discussions with TII it had been agreed that an overbridge would be the optimal interface solution)</li><li>• The GDD project is represented incorrectly on the drawings and does not appear to be referenced in the Planning Report</li><li>• Constructability – lack of detail and assessment re. possible interactions between GDD and MetroLink during construction (i.e., Programme Scenarios).</li></ul> | Please see Response (4) above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 27                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>M) Greater Dublin Drainage (GDD) Project<br><br>GDD and MetroLink Interaction – Details | 13       | It is highly likely these construction works will coincide, at least for part of this period, with the construction of the GDD project, including construction of the strategically important orbital sewer. This is generally acknowledged in Chapter 30 Cumulative impacts of interaction between other projects and MetroLink, where the GDD project is widely referenced. Based on the extensive discussions that have taken place between TII and Irish Water and the existence of Irish Water’s CPO it assumed that provision has been made by TII to ensure that both projects can be constructed simultaneously.                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Please also refer to Response (4) above. Whether the construction of both projects coincides remains to be seen, given neither project yet has planning approval. Therefore, as set out by our Response (4) above it is important IW and TII work together, with each party equally sharing joint responsibility such that both projects can proceed unconstrained, including ensuring the necessary access required by each party is provided and maintained.</p> <p>Regarding EIAR Chapter 30 and cumulative impacts, whilst as noted above there remains some uncertainty around the respective construction programmes for GDD and MetroLink and hence the interaction of these programmes, it was nonetheless important and necessary to assess the cumulative environmental impact of these projects given coincident construction is a possible scenario.</p> |

| Submission No.                                                                                                                                           |                                                                                                                                                                                                                                                                    |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Organisation Name or Name of Submitter                                                                                                                   |                                                                                                                                                                                                                                                                    |          | Irish Water (Uisce Eireann)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                                                                                                                                                                                       | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                                                                                                                                                                                    |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 28                                                                                                                                                       | <p>Description of the Known and Future Likely Interactions</p> <p>M) Greater Dublin Drainage (GDD) Project</p> <p>GDD and MetroLink Interaction – Details</p> <p>(i) Constructability: Permanent Wayleaves, Temporary Working Areas and Construction Compounds</p> | 14       | <p>There is a significant overlap of the proposed MetroLink compound at Dardistown (EIAR Chapter 5 MetroLink Construction Phase, diagram 5.43 – figure 2) with the 20m wide permanent wayleave, permanent right of way and the temporary working areas for the proposed GDD project as indicated in Appendix 4, Figure 5. The proposed MetroLink compound also overlaps a temporary working area for the proposed GDD tunnelling works at the Ballymun junction/ R108 crossing. It can be anticipated from the timelines outlined by MetroLink that the construction of both projects is likely to coincide and should be considered by the Applicant and ABP in its assessment. Ongoing access will be required by Irish Water to the permanent wayleave and temporary working areas. In the event that the permanent right of way included in Irish Water's CPO is impacted by the Railway Order, a suitable alternative permanent Right of Way would need to be provided by TII through any lands permanently acquired. It is imperative that Irish Water's ability to construct the proposed pipeline is not impeded by any permanent TII infrastructure. In the event that the pipeline is constructed in advance of the TII works, appropriate measures would need to be put in place to protect the pipeline during TII works. MetroLink drawings should be updated to show the GDD CPO and planning boundaries and for these to be considered in any further assessments.</p> | <p>Please refer to Response (4) and (27) above.</p> <p>In the event that the pipeline is constructed in advance of MetroLink both parties agree to provide for interface collaboration between design teams and provide any details of any construction restrictions that may apply in a timely manner for incorporation into both projects. TII will be responsible for the reasonably and properly incurred cost of the provision and installation etc of such necessary protection measures.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 29                                                                                                                                                       | <p>Description of the Known and Future Likely Interactions</p> <p>M) Greater Dublin Drainage (GDD) Project</p> <p>GDD and MetroLink Interaction – Details</p> <p>(ii) Status of GDD Orbital Sewer</p>                                                              | 14       | <p>The proposed GDD orbital sewer is shown on the Applicant's utility drawings as an existing sewer (drawing reference ML1-JAI-URD-SC01_XX-DR-Y-01050 – extract shown in Appendix 4, Figure 4). It is noted that this pipeline has yet to be constructed (as set out above the GDD project is currently the subject of a SID planning application). In addition, it is noted that details and levels as shown in the MetroLink application are inconsistent with those provided by Irish Water in the GDD planning application (GDD planning drawing reference 32102902-2102 – figure 3). The MetroLink application should be updated to reflect the correct details for the GDD orbital sewer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Please refer to (4) above, the horizontal alignment is correctly shown, the drawing shall be updated to reflect the correct number of manholes and invert levels and an erratum to the Railway Order Submitted.</p> <p>The details and levels shown for the GDD were previously provided by IW and used in the RO submission. However, subsequent to the submission of the Railway Order application, TII updated the drawings and information to reflect the GDD planning drawings.</p> <p>It will be important that the horizontal and vertical alignment is precisely defined where it crosses the MetroLink alignment for the purpose of design and construction coordination (and these will be provided to ABP at the oral hearing). TII note that the updated correct alignment has been assessed, and whilst it is not considered that an updated GDD alignment has a material impact on the MetroLink Railway Order application, it will be required and used for the detailed design phase.</p> <p>Subsequent detailed discussions with IW have been based on the correct information</p> |  |

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| Submission No.                                                                                                                                           |                                                                                                                                                                                                                                |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                       |
| Organisation Name or Name of Submitter                                                                                                                   |                                                                                                                                                                                                                                |          | Irish Water (Uisce Eireann)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                                 | Section Ref.                                                                                                                                                                                                                   | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                          |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                                                                                                                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                       |
| 30                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>M) Greater Dublin Drainage (GDD) Project<br><br>GDD and MetroLink Interaction – Details<br><br>(iii) Proposed Embankment: Constructability & Operability Issues | 15       | It is assumed that the timing of construction activities at this location have been considered in combination with the construction of the GDD project. The MetroLink crosses over the GDD pipeline and, depending on timing, may be constructed before, during or after GDD. Consideration should be given by the Applicant to constructability, permanent wayleaves, temporary working areas etc. It should be noted that the GDD project team have engaged extensively with TII since 2013 (previously RPA). Through the course of these discussions, it was envisaged that the MetroLink would pass via a viaduct over the GDD pipeline. The current proposal included in the MetroLink Railway Order application is different and it is now proposed that the MetroLink will cross the GDD corridor via a raised embankment (see figure 4). The embankment solution is expected to result in greater difficulties for construction, operation and maintenance of GDD. The viaduct solution crossing GDD would result in less conflict and would provide greater construction certainty to both Irish Water and TII. It is recommended that this should be resolved in advance of a planning decision to reduce risks to both projects at construction stage. | Please refer to Response (4) above.                                                                                                                                                                                                                                                                   |
| 31                                                                                                                                                       | Description of the Known and Future Likely Interactions<br><br>M) Greater Dublin Drainage (GDD) Project<br><br>GDD and MetroLink Interaction – Details<br><br>(iii) Planning Report                                            | 15       | Irish Water submitted the SID application for the GDD project to An Bord Pleanála in June 2018. This application, as noted above, is a current application with ABP (planning reference PA06F.31213) but does not appear to be referenced as an existing application within the MetroLink Planning Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | This is an omission. TII confirm that the GDD planning application has been considered in all of the consideration of alternatives, cumulative impacts and other work in relation to the Dardistown lands. This will be addressed in an erratum to the Railway Order application at the oral hearing. |
| 32                                                                                                                                                       | Conclusion                                                                                                                                                                                                                     | 16       | Based on the information available, Irish Water is of the opinion that many of the interactions proposed could be facilitated subject to a Detailed Design being agreed with Irish Water, a comprehensive legal agreement between Irish Water and TII being executed in advance of any works, together with other valid agreements including easements for private lands and transfer of ownership, and continued engagement with Irish Water both on any approval of this Railway Order and on a continuous basis throughout the process of Detailed Design proposals, .....;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII agree. Please also refer to Response (3) above.                                                                                                                                                                                                                                                   |

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| Submission No.                                                                                                                                           |              |          | 133                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                     |
| Organisation Name or Name of Submitter                                                                                                                   |              |          | Irish Water (Uisce Eireann)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                     |
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| Item No.                                                                                                                                                 | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | TII Response                        |
| Letter Re: Railway Order Application- Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                     |
| 33                                                                                                                                                       | Conclusion   | 16       | <p>Irish Water is of the opinion that Further Information is required to be provided by TII on certain aspects of the MetroLink proposal, which may have the potential to impact Irish Water's delivery of critical strategic infrastructure. In particular, Irish Water respectfully requests that Further Information be sought in respect of MetroLink interactions with the GDD project, namely:</p> <p>Interactions / constructability of both projects – there is a need for certainty in the interest of orderly developments – particularly having regard to Irish Water's confirmed CPO for the GDD project.</p> <p>o The provision of an overbridge (in place of currently proposed embankment) where both projects interact (as previously discussed with TII) in the interest of constructability and operability</p> <p>o The correct detailing of GDD project on drawings and references to same in TIIs Planning Report is required</p> <p>o Constructability – greater detail is required on the likely interactions between GDD and MetroLink during construction (i.e., Programme Scenarios)</p> | Please refer to Response (4) above. |

| Submission No.                                                                                                                      |              |          | 134                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                                                                                              |              |          | Ivana Bacik TD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                            | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Letter Re: Submission on the Railway (MetroLink to Charlemont via Dublin Airport) Order [2022], dated 16 <sup>th</sup> January 2023 |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1                                                                                                                                   | Letter       | 1        | I support and reiterate the content of the submission of my colleague and Labour’s Spokesperson for Transport, Duncan Smith TD. It is essential that completion dates for flagship public transport projects like MetroLink are confirmed and delivered on. The development and strengthening of our public and active transit infrastructure is a valuable tool for the democratisation of transport and vital for the necessary achievement of our climate emissions reduction targets.                                                                                                                                                                                                                              | TII wish to thank you for taking the time to make this submission. Your positive support is gratefully appreciated, and for the reasons you have set out, TII are committed to realising the MetroLink Project to deliver the benefits it will bring. Upon the granting of an Enforceable Railway Order and in accordance with Government direction, TII will aim to deliver the MetroLink Project as soon and as quickly as possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2                                                                                                                                   | Letter       | 1        | It is important that this significant investment is durable to meet the needs of the population. The Luas became overburdened within mere years of its construction. Avoiding such a situation arising with the planned MetroLink project must be a priority.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>To ensure that MetroLink provides sufficient capacity, and as outlined in EIAR Chapter 6, MetroLink Operations and Maintenance, the operational strategy of the proposed Project is driven by the forecasted passenger demand. Passenger demand modelling has been used to predict the numbers of passengers boarding and alighting at each station, and the resulting passenger load on the whole Project, for up to 30 years after opening. Passenger modelling identified that passenger numbers may peak at over 18,000 passengers for the AM peak hour southbound . As is common practice MetroLink has been designed to accommodate these peak hour levels irrespective of when they may occur. On the basis of the modelling prepared for the proposed Project and allowing for future growth in capacity beyond the projection year, the proposed Project is designed to accommodate 20,000 passengers per hour per direction and a train fleet comprising 40 trains for the Forecast Year (2065).</p> <p>Further details to the above figures is provided in EIAR Chapter 9: Traffic and Transport, Appendix A9.4 Traffic and Transport Modelling Plan, with the data refer to above summarised within section 8.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3                                                                                                                                   | Letter       | 1        | With that in mind, I draw attention to the views of some of my constituents who are concerned at the dearth of light rail options for residents of South-West Dublin - a matter which has been brought to my attention on many occasions by those residing in Terenure and Kimmage, in particular. I am further aware of the submissions made by persons who advocate a terminus at St. Stephen’s Green as a superior location for such future extensions to South-West Dublin. If these concerns are found to be material, the NTA should take due account of them. Most importantly, a mix of transport modes must be prioritised to rapidly end the overreliance on cars in Dublin, and in the City, in particular. | <p>The views of your constituents are noted, with the issue of "Metro to South West Dublin" referred to within the Greater Dublin Area (GDA) Transport Strategy 2022-2042.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>With regards to the consideration of providing the MetroLink southern interchange at St. Stephen’s Green, TII have undertaken considerable analysis, as set out by EIAR Chapter 7, Consideration of Alternatives, section 7.7.8 and Appendix A7.9 that concluded that Charlemont was a better interchange location than St. Stephen’s Green for the reasons set out below.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to a proposed interchange at St Stephen’s Green Station.</p> |



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| Submission No.                                                                                                                      |              |          | 134                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Organisation Name or Name of Submitter                                                                                              |              |          | Ivana Bacik TD        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Item No.                                                                                                                            | Section Ref. | Page No. | Observation Statement | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Letter Re: Submission on the Railway (MetroLink to Charlemont via Dublin Airport) Order [2022], dated 16 <sup>th</sup> January 2023 |              |          |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                                     |              |          | (3) continued         | <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city center and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in EIAR Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>The observation made regards "Most importantly, a mix of transport modes must be prioritised to rapidly end the overreliance on cars in Dublin, and in the City, in particular." is a key objective of the MetroLink Project. EIAR Chapter 3, Background to the MetroLink Project, explains how the proposed Project will provide significant benefits not only to those who choose to use it, but also to other transport network users, by generating a modal shift from private car use, thereby 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 2021 and make Dublin a more live able 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> |

| Submission No.                                                                                                                                                                               |                                     |          | 135                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Organisation Name or Name of Submitter                                                                                                                                                       |                                     |          | J. Murphy (Developments) Limited (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
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| Item No.                                                                                                                                                                                     | Section Ref.                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| RE: Submission on behalf of J. Murphy Developments Limited - METROLINK RAILWAY ORDER - ESTUARY THROUGH SWORDS, DUBLIN AIRPORT, BALLYMUN, GLASNEVIN AND CITY CENTRE TO CHARLEMONT, CO. DUBLIN |                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 1                                                                                                                                                                                            | Relevant Context (paragraph 3)      | 1        | A Strategic Housing Development application (ABP Ref.: 313331-22) was submitted to An Bord Pleanála on the 14th April 2022 relating to our client's lands and is currently awaiting a decision. The proposed development comprises a Strategic Housing Development of 645 no. residential units, in 10 no. apartment buildings, with heights ranging from 4 no. storeys to 10 no. storeys, including undercroft/basement levels (for 6 no. of the buildings). The proposals include 1 no. community facility in Block 1, 1 no. childcare facility in Block 3, and 5 no. commercial units in Blocks 4 and 8, and all associated infrastructure. As discussed further below, the proposed SHD was designed to ensure it will not have any implications for the strategic function of the R132, the planned BusConnects proposals or the proposed MetroLink.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | This information has been noted by the project team and your support is gratefully appreciated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 2                                                                                                                                                                                            | Grounds of submission (paragraph 1) | 2        | Our client made a previous submission on the Metrolink Preferred Route Public Consultation published in March 2019, and continues to welcome and fully supports the provision of the high capacity, high frequency public transport link.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | See response to Item (1).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 3                                                                                                                                                                                            | Grounds of submission (paragraph 4) | 2        | In summary and in accordance with the objectives of the Fosterstown Masterplan 2019, the proposed SHD development has been designed to include a public plaza, located opposite the proposed MetroLink station. A proposed signalised crossing across the Dublin Road (R132) also forms part of the SHD development proposals to provide linkage from the development to the future MetroLink station and will be an arrival destination for people alighting from the MetroLink.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | See response to Item (1).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 4                                                                                                                                                                                            | Grounds of submission (paragraph 5) | 3        | Whilst the MetroLink proposals include the pedestrian crossing of the R132 slightly north of that provided for in the proposed SHD, with a bus stop located south of the crossing, this layout remains compatible with the overall SHD proposals, including the proposed public plaza and facilitation of pedestrian crossing in a safe environment to the MetroLink station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | See Item (1). Further details of how the Fosterstown Station aligns with the relevant planning context can be found in the Planning Report submitted as part of the Railway Order.                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 5                                                                                                                                                                                            | Grounds of submission (paragraph 5) | 3        | The final details of the crossing could be agreed with the NTA, TII and FCC as a condition attached to the Railway Order.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | As noted in response item (4) above, the proposed pedestrian infrastructure aligns with the relevant local planning context, with details provided in the MetroLink Planning Report submitted as part of the Railway Order. TII have engaged with the NTA, and FCC throughout the preliminary design stage to ensure the provisions are compatible with local objectives. This engagement will continue through the detailed design phase of MetroLink. Further details are available within the Planning Report submitted with the MetroLink Railway Order Documents. |  |
| 6                                                                                                                                                                                            | Grounds of submission (paragraph 6) | 3        | In addition to the above, we note that EIAR Chapter 9- Traffic and Transport submitted with the MetroLink Railway Order application, refers to the Fosterstown Masterplan which anticipates the main vehicular access to the masterplan lands from the new Fosterstown Link Road to the north through third party lands. As the new Fosterstown Link Road and the access via the lands to the north are not yet delivered, the proposed Fosterstown North SHD (ABP Ref.: 313331-22) proposes a left-in, left-out temporary junction to the Dublin Road (R132), in order to facilitate much needed residential development on these residential zoned lands adjacent to an existing and planned public transport corridor. The left in / left out junction will be an uncontrolled junction which will not allow right turning vehicles so it will not obstruct the flow of traffic. Access to the proposed development will only be permitted from the northbound lane of the R132. Vehicles exiting the proposed development to travel southbound will be able to use the Pinnock Hill Roundabout to access the southbound side of the R132. To facilitate the left in/left out access, this only requires a break in the bus lane (in both the existing road layout and the future Bus Connects proposals) and to install plastic bollards along the existing central reservation, to prevent right turning. | This information has been noted by the project team and your support is gratefully appreciated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

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| Submission No.                                                                                                                                                                               |                                     |          | 135                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                    |
| Organisation Name or Name of Submitter                                                                                                                                                       |                                     |          | J. Murphy (Developments) Limited (represented by John Spain Associates)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                    |
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| Item No.                                                                                                                                                                                     | Section Ref.                        | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TII Response                       |
| RE: Submission on behalf of J. Murphy Developments Limited - METROLINK RAILWAY ORDER - ESTUARY THROUGH SWORDS, DUBLIN AIRPORT, BALLYMUN, GLASNEVIN AND CITY CENTRE TO CHARLEMONT, CO. DUBLIN |                                     |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                    |
| 7                                                                                                                                                                                            | Grounds of submission (paragraph 7) | 4        | <p>As set out in the SHD application documentation, if considered necessary the proposed vehicular access from the R132 can be temporary and can be closed following the completion of the Fosterstown Link Road and associated road infrastructure to service the site via the lands to the north, as identified in the Fosterstown Masterplan (May 2019).</p> <p>The proposed temporary vehicular access is designed to ensure it will not prejudice the future BusConnects or Metrolink proposals and the TIA confirms that 'the proposed temporary site entrance is able to operate well on R132 and will have no negative impact on the future public infrastructure in the short and long term.'</p> | See response to item no. (6) above |

| Submission No.                                                                                                                                   |              |          | 136                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Organisation Name or Name of Submitter                                                                                                           |              |          | Cllr. James Geoghegan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                                                                                                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Re: Case reference: NA29N.314724 - 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                                                                                                                                                | Letter       | 1        | I wish to extend my support to submissions made by the MetroSouthWest Group, MetroRethink Group and the residents of Dartmouth Road, Dartmouth Square and Cambridge Terrace.<br><br>I ask that the content of these submissions be given the utmost consideration.                                                                                                                                                                                                                                                | TII can confirm that all submissions made have been reviewed and considered.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2                                                                                                                                                | Letter       | 1        | <p>The single biggest concern for Dublin arising from this proposed Railway Order is the decision to locate the terminus at Charlemont, which has a knock-on effect on the future expansion of Metrolink.</p> <p>Inexplicably, there has been no assessment of continuing the MetroLink as far as Tallaght Town Centre and this proposal clearly merits consideration if we are going to be ambitious about our future planning for Dublin City and make the 15 minute city vision a reality for our capital.</p> | <p>TII do not agree that Charlemont is the incorrect location for an interchange with the Luas Green Line or that it prejudices future options for integration with the wider transport network for the reasons set out below.</p> <p>In the Emerging Preferred Route Report, Charlemont was identified as the last station prior to the tie-in to the Green Luas Line which was intended to be upgraded to Metro standard. as outlined in EIAR chapter 7, decision to terminate at Charlemont instead was driven by three factors:</p> <p>(a) the additional impacts that would be involved in upgrading the Luas south of Charlemont as a result of the proposed adoption of a high degree of automated operations (GoA4);</p> <p>(b) the development of alternatives to accommodate increased capacity on the Luas line south of Charlemont without that upgrade; and</p> <p>(c) Feedback received during the EPR non-statutory consultation.</p> <p>St Stephen's Green West was not considered a feasible terminus location as it would prejudice the delivery of a station at Tara Street, which is the DART interchange for the project.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an alternative interchange at St Stephen's Green Station.</p> <p>The detailed analysis done for the Railway Order application further confirms that the section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting, 2,300 boarding and 1,229 passengers alighting, 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Further information is available in Chapter 7: Consideration of the Alternatives, section 7.7.8 MetroLink Southern Terminus Location.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area.</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ratio (BCR).</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy for Greater Dublin Area (2022-2042). The Transport Strategy was prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> |

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| Submission No.                                                                                                                                   |              |          | 136                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Organisation Name or Name of Submitter                                                                                                           |              |          | Cllr. James Geoghegan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Item No.                                                                                                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Re: Case reference: NA29N.314724 - 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                                                  |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Under the Planning and Development Act 2000, the Transport Strategy is "a consideration material to the proper planning and sustainable development of the area or areas in question." Development Plans are required to be consistent with the Transport Strategy. The Dublin City Development Plan 2022-2028 envisages this station at Charlemont in policy SMT22 "To support the expeditious delivery of key sustainable transport projects so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region and to support the integration of existing public transport infrastructure with other transport modes. In particular the following projects subject to environmental requirements and appropriate planning consents being obtained: ... MetroLink from Charlemont to Swords".</p> <p>Accordingly, the location of the Charlemont station is supported by detailed project-level analysis and the strength of that location is reflected at the highest levels of transport and land use planning and such is fully consistent with the proper planning and sustainable development of the area.</p> <p>The current Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a Metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the Metro in all any of the above directions.</p> |
| 3                                                                                                                                                | Letter       | 2        | <p>The existing feasibility study makes clear that the continuation of MetroLink to Southwest Dublin is technically feasible but not necessary to consider until the period after 2042.</p> <p>This is a deeply dissappointing conclusion, particularly when the communities of Terenure and Harold's Cross were promised so much more by the now Minister for Transport when he was an opposition TD.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>As noted by response (2) above, the proposed station at Charlemont provides the flexibility for future extension of the Metro south if sufficient demand rises.</p> <p>The Transport Strategy considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to Metro with a Metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                                                                                                                                                | Letter       | 2        | <p>In 2019, the now Minister for Transport and the Green Party advertised on bus shelters plans for a Metro South West as well as a plan for Metro to Knocklyn and UCD. In opposition in 2019, Eamon Ryan TD, as he was then, made clear that his "preferred route" was to prioritise the Metro for "Harold's Cross, Terenure, Knocklyon, Firhouse and Tallaght. " In explaining his rationale, in a speech to Dail Eireann the now Minister rightly observed that this is "an area that is atrociously served by public transport. "</p> <p>We simply have to demonstrate the type of bold ambition that Eamon Ryan TD as a member of the opposition rightly lambasted his predecessor for lacking, but which has not been improved upon in this proposed Railway Order.</p> <p>'Maybe* in 2042 is not a laudable aspiration to make the type of transformative change to our public transport system that is so desperately needed.</p> | <p>As noted above, MetroLink is being delivered in accordance with the policy set by the GDA Transport Strategy which does not preclude future extension of the Metro to the south.</p> <p>TII would also note that MetroLink is also a transformative project, and will, as noted by EIAR Chapter 3, divert 6.8 million car trips per annum in the early years, growing to 12 million per annum by 2045, resulting in a strong modal shift from private car use along all sections of the alignment</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Submission No.                                                                                                                                   |              |          | 136                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Organisation Name or Name of Submitter                                                                                                           |              |          | Cllr. James Geoghegan                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Item No.                                                                                                                                         | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Re: Case reference: NA29N.314724 - 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |              |          |                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5                                                                                                                                                | Letter       | 2        | If the tunnel is bored as far as Manders Terrace, it is difficult to see how MetroLink could be extended to include suburbs such as Portobello, Lr. Rathmines, and Harold's Cross.                                                                                          | Future Metro services south of Charlemont do not form part of the Metrolink scheme as presented under the Railway Order. TII's role is to deliver Metrolink as supported by the Transport Strategy for Greater Dublin Area (2022-2042) and Dublin City Development Plan 2022-2028. The connection from St Stephens Green to Charlemont / Ranelagh is supported by the current Transport Strategy. The Transport Strategies were prepared by the National Transport Authority, scrutinised by the Joint Oireachtas Committee on Transport, and approved by the Minister for Transport. It notes in section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the southwest, south or southeast of the city region should sufficient demand arise."                                                                                                                                                                                                                                                                                                                             |
| 6                                                                                                                                                | Letter       | 2        | I would ask the Board to consider which parts of the proposed Railway order should be granted now to allow construction to proceed as soon as possible, and which parts could be either amended or request for reconsideration considered, namely after St Stephen's Green. | <p>TII would note that an end of line station at Charlemont, rather than St Stephen's Green has been proposed for the reasons set out below. TII would also further note that a scheme which terminates at St Stephen's Green would not be consistent with the Transport Strategy for Greater Dublin Area (2022-2042). In addition any decision to terminate the scheme at St Stephen's Green will significantly impact on the overall viability and benefits of scheme.</p> <p>The connection from St Stephens Green to Charlemont / Ranelagh is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to Metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>Please refer to response item (2).</p> |
| 7                                                                                                                                                | Letter       | 2        | This application should be futureproofed so that a decision taken today, does not limit the possibilities of the Metro line into the future.                                                                                                                                | As noted by the responses above, the proposed station at Charlemont does not preclude the future extension of metro (including to the south-west) and is consistent and compliant with the GDA Transport Strategy 2022-2042 (published in January 2023) in which states that the south city terminus at Charlemont offers the optimal location for interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| Submission No.                                                                                                                                              |                                                               |          | 137                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Item No.                                                                                                                                                    | Section Ref.                                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Re: Case reference: NA29N.314724 - MetroLink. 314724: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin |                                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1                                                                                                                                                           | Introduction                                                  | 1        | <p>Introduction</p> <p>This observation is to support the construction of MetroLink as soon as possible. However, there needs to be recognition that it is a second-best project which results from the political failure to recognise the necessity for substantial and sustained rail investment in the GDA (Greater Dublin Area).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>TII thank you for your submission and stated support for the delivery of MetroLink. TII as the Government Agency responsible for delivering MetroLink, are committed to expediting the delivery of this transformative project on receipt of an Enforceable Railway Order.</p> <p>EIAR Chapter 7 (Consideration of Alternatives) details the decision-making process that has led to the development of the proposed Project, including the assessment of alternative modes of transport such as rail. The assessment identified an Optimised Metro North (LR7) as the best medium- and long-term transport project for the Greater Dublin Area for the following reasons:</p> <ul style="list-style-type: none"><li>* It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (Tunnelled Luas);</li><li>* It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>* It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li><li>* It delivered a connection right into the centre of the city, serving O'Connell Street and St. Stephen's Green;</li><li>* It retained the opportunity to extend Luas Cross City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</li><li>* Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</li><li>* It could potentially be extended southwards in the longer term to alleviate high travel demand on the Luas Green Line, and ultimately form a complete north south metro corridor traversing both the north and south city; and</li><li>* This option delivered the highest safety benefits when compared to other options.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                                                                                                                                                           | Outstanding controversies: (1) Tara Street and Stephens Green | 1        | <p>Outstanding controversies: (1) Tara Street and Stephens Green</p> <p>Both of these are changes from the original plans for Metro North as originally approved by ABP which had no Tara Street station and Stephen's Green station was on the West side of the Green. These changes have been partly justified in terms of reducing construction disruption, but appear in fact to derive from the assumption that Dart Underground (the 'Interconnector') will never be built. This necessitates some interchange with suburban rail, hence the Tara Street station. Given the effective abandoning of Stephens Green as an underground station for the Interconnector the Stephen's Green Metrolink station can be more easily constructed on the East side of the Green. It is claimed that this 'interconnects' with the Luas but this is an exaggeration and stretches the meaning of 'interconnection'. Passengers wishing to change from Metrolink to Luas will have to walk the length of Stephens Green in the open air.</p> | <p>As outlined by EIAR Chapter 3 (Background to the MetroLink Project) one of the key objectives of the Project is the integration of it with the wider 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. 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>A station on St Stephen's Green West is not preferred for several reasons:</p> <p>If a station was placed on St Stephen's Green West, the alignment between the proposed Tara Station and a station on St Stephen's Green West would result in an undesirable horizontal reverse curve and an alignment greater than 1000m long that would necessitate an intermediate intervention shaft located somewhere between these stations to comply with the MetroLink Fire Strategy. Additional construction would be required to provide such a facility, similar in size to the proposed Albert College Park Intervention shaft. This could feasibly be situated in the Trinity College Dublin sports grounds but would import additional environmental impacts and cost.</p> <p>TII note that it is Government policy to provide a station and interchange with the Luas Green Line at Charlemont, as set out by the GDA Transport Strategy 2022 – 2042. Should a station be placed on St Stephen's Green West, the alignment between a station located here and the proposed Charlemont Station would also result in an undesirable horizontal reverse curve and an alignment that is greater than 1000m long, and would thus again require an intervention shaft similar to the proposed Albert College Park Intervention shaft to be provided. This would be expected to result in significant demolition and redevelopment in an existing built-up area.</p> <p>In both cases, compared to the proposed alignment that runs much more directly between Tara, St Stephen's Green and Charlemont, the additional length of tunnel and the addition of two intervention shafts generated by locating a station on St Stephen's Green West is uneconomic in comparison.</p> |

| Submission No.                                                                                                                                              |                                                            |          | 137                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                                                                                                                                             |                                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>As a potential station location, St Stephen's Green West itself is a very constrained location due to the presence of buildings, Luas and St Stephen's Green Park. Maintaining the operation of the Luas during station construction would be complex and challenging with significant disruption expected, whilst the impacts on St Stephen's Green Park would be greater for a station in this location compared to the proposed location on St Stephen's Green East. This would be the result of; the likely need to place more of the station in the Park compared to the proposed station on St Stephen's Green East; it would impact an area of the Park that has greater amenity value than St Stephen's Green East due to the nearby Park entrance adjacent to the southern end of Grafton Street, and there would be a risk of impacting the existing Park lake.</p> <p>In summary, an alignment that links the proposed Tara, St Stephen's Green East and Charlemont stations is a more direct and economic alignment, does not require additional intervention infrastructure, avoids a complex engineering interface with the Luas Green Line, impacts the Park less and has less potential for disruption during the construction phase.</p> <p>It is acknowledged that passengers wishing to interchange between Luas and MetroLink at the St. Stephen's Green station will have a 500m-walk along a route either through St Stephen's Green Park or along the footpath north of the park. The interchange time is calculated at 7.58 minutes. However, the interchange arrangements at Charlemont provide for a significantly better connection with Luas compared to St. Stephens Green Station, where the interchange time is calculated at 2.9 minutes. Interchange times and routes are detailed in Appendix A7.9 (Terminus Station at Charlemont compared to St. Stephen's Green).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3                                                                                                                                                           | Outstanding controversies (2)<br>Termination at Charlemont | 2        | <p>Outstanding controversies (2) Termination at Charlemont</p> <p>One reason for the opposition to the upgrading of the Green Line through Ranelagh and further South was the complete failure of the NTA to consider the extent of 'community segregation' (XXX) that this would entail. Thus while a light rail / tram can weave through streets and even enhance the streetscape, an above ground metro with ATO has to be completely separated from its immediate surroundings. The NTA has to understand that transport systems inevitably involve issues of urban design. . . The proposed routing of the Metrolink extension to the South West as a primarily underground route would not raise these issues. However, such an extension cannot remain just another fantasy on the NTA's maps. Such an extension would make it more logical for there to be a genuine interconnection with the Luas at Stephen's Green with the station (see above) located on the West side of the Green.</p> | <p>The connection from St Stephens Green to Charlemont is supported by the previous Transport Strategy for Greater Dublin Area (2016-2035) and the current Transport Strategy for Greater Dublin Area (2022-2042). The latter considers a range of options for the onward extension of MetroLink to meet the demand for travel over the period of the strategy. This includes consideration of the need for the upgrade of the Luas Green Line to metro with a metro extension to Dublin south west, south or south east. Whilst the strategy envisages that further extensions will be delivered after 2042, MetroLink which terminates at Charlemont allows for the possible extension of the metro in all the above directions.</p> <p>The proximity of the metro to the Luas line at Charlemont provides for a positive customer experience for all users with short interchange distance and due to the proximity, clear wayfinding and high visibility of the interchange. The interchange arrangements at Charlemont provide for significantly better interchange arrangements compared to an interchange at St Stephen's Green Station.</p> <p>The section of MetroLink route between St Stephen's Green and Charlemont Stations contributes significantly to the overall benefits of the scheme. It serves a significant area of the south city of Dublin and offers enhanced access from the local area to the city centre and a direct connection to Dublin Airport. It serves key trip attractors including residential areas and offices / workplace locations, with high passenger boarding and alighting figures in the peak hours. During the morning peak, at Charlemont station the flows include 1,800 passengers alighting and 2,300 boarding, and 1,229 passengers alighting and 2,276 boarding during the evening peak. The passenger numbers contribute significantly to the overall benefits of the scheme and the effect of these benefits outweigh the additional costs that are associated with the delivery and operation of the section from St Stephen's Green to Charlemont station. Refer to EIAR Chapter 3.</p> <p>The location of the interchange at Charlemont does not preclude onward extension south. An interchange at Charlemont is supported by policy including the Dublin City Development Plan 2022 - 2028 and the Transport Strategy for the Greater Dublin Area. As noted by the GDA Transport Strategy 2022-2042, section 12.3.2, "Charlemont offers the optimal location for the primary interchange with the Green Line in response to growing demand in the longer term and is an appropriate location to facilitate any potential future metro extensions to serve the south west, south or south east of the city region should sufficient demand arise."</p> <p>By extending MetroLink to Charlemont it provides for future proofing of the Green Line, bypassing the capacity constrained Luas on-street running section, and ensures potential future connectivity options are enabled, either to the Green Line or for extensions of the metro.</p> <p>The Charlemont Station interchange provides for increased passenger utilisation of the MetroLink system, thereby increasing the benefits delivered by the Project, reflected by an improved Project Benefit Cost Ration (BCR).</p> <p>Please refer to response Item (2) regarding the siting of St. Stephen's Green East as the preferred location for the MetroLink station over St. Stephen's Green West.</p> |

| Submission No.                                                                                                                                              |                                                       |          | 137                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 4                                                                                                                                                           | A good but isolated project instead of connecting GDA | 2        | <p>A good but isolated project instead of connecting GDA</p> <p>Discussion of Metrolink has become just another isolated project justified purely in terms of the predicted numbers travelling along and within this specific corridor (see the NTA GDA plan). It is only marginally part of any broader transport network. By contrast the interconnector was the centrepiece of a proposed transport network for Dublin as a whole. It is important to notice that a 'Midterm Review' of Transport 21 back in 2010 suggested that given the new (then) financial constraints, the T21 programme should be re-configured with DART Underground and Luas Cross-City prioritised over Metro North. This was in terms of value for money, equity and the impact on the city as a whole.</p>                                                                                                                                                                                                                                                                                                                                                                  | <p>TII disagree that MetroLink is an isolated project. As detailed in Chapter 3 (Background to the MetroLink Project), the proposed Project is part of an integrated transport solution that also includes for BusConnects and DART+ which are all included under Project Ireland 2040. Together these projects will result in reliable, sustainable, affordable, integrated public transport 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.</p> <p>The Planning Report submitted with the Railway Order application identifies and considers the existing policy framework for the MetroLink project in the context of relevant national, regional and local planning strategies, plans and policy documents. It concludes that the Project complies with and supports the policies set out in NTA's Transport Strategy for the GDA 2016-2035 through the commitment to deliver a high-capacity high-frequency cross-city public transport link to serve Dublin Airport, institutions, facilitate multi-modal interchange with other cross city transport modes to enhance connectivity and the provision of a strategic P&amp;R Facility north of Swords.</p> <p>MetroLink will interchange with key existing and planned high-capacity public transport infrastructure proposed for the region. It will not preclude the future delivery of DART+ Tunnel, formerly known as the DART Underground project, which will be subject to a route selection process for a new project.</p> <p>MetroLink will align with the bus network along the scheme and enhance the interchange between the various modes of public transport operating in the city and wider metropolitan area, both now and in the future. The design has been developed with this in mind and, in so far as possible, is seeking to provide for improved existing or new interchange opportunities with other transport services.</p> |
| 5                                                                                                                                                           | A good but isolated project instead of connecting GDA | 2        | <p>Nearly twenty years ago a study used interviews with transport experts to explore possible future scenarios for Dublin in 2026. The experts' 'realistic' scenario suggested that by then the 'prestige project' of a metro to the airport would:</p> <p>'Ensure that the city centre remains attractive enough and accessible enough to serve as a recreational centre and tourist destination. However the city centre is an island in a vast suburban sprawl for expanding the rail network for inhabitants has been defined as too expensive compared with a single line to the airport for visitors' (Wickham, 2006. p. 205).</p> <p>In all fairness Metrolink as currently planned will give accessibility North of the airport (Swords etc). However that does not detract from the key point that the current route will make creation of a public transport network even more disjointed. It is too late to change it, but there should be a public recognition - not least by transport ministers - that prioritising Metrolink over the Interconnector has removed a key component of any public transport system for the GDA as a whole.</p> | <p>Please refer to response item (4) above in relation to MetroLink interconnectivity and compliance with national, regional and local transport strategy and policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6                                                                                                                                                           | Delays have made the need for investment even greater | 2        | <p>Delays have made the need for investment even greater</p> <p>International experience shows that the possibility of shifting large numbers of car journeys to more sustainable modes is greatest where there is a transport network which makes much of the city accessible to as many people as possible without a car. This is possible not only in very large metropolitan areas (e.g. London) but also in somewhat smaller metropolitan areas such as Dublin (Newman et al, 2013). Consequently meeting Ireland's climate change targets for transport requires sustained investment in rail in the GDA. Further delays exacerbate the problem and increase the need for such expenditure down the line. Cancelling and postponing transport projects has already made the situation for worse than it need be (Caulfield et al, 2020).</p>                                                                                                                                                                                                                                                                                                         | <p>Please refer to response item (1) in relation to the delivery of the Project and the consideration of rail alternatives.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Submission No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |              |          | 139                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Organisation Name or Name of Submitter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |              |          | Jennie McGee and Ian Kelly (residents - 80 Botanic Road, Glasnevin)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Item No.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Section Ref. | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Letter Re: Railway Order Application - Metro North: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Letter       | 1        | We are writing to make an objection in relation to the Metrolink proposed to be constructed under our property at 80 Botanic Road, Glasnevin, Dublin 9, land tag/reference number: ML4M-U32, area number 304. As the tunnel is proposed for under our property I believe we did not need to include the €50 fee as it is free of charge for us to make an objection.                                                                                                                                                                                                                                        | That is correct, as a directly affected property owner, no fee is due for your submission.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Letter       | 1        | We are very happy for the MetroLink station to be located nearby as it is a wonderful opportunity for our area. Our main concern is the schedule of works during construction, as we are located on Botanic Road and it will involve the movement of significant additional construction related traffic on the route to the Metro station site for a prolonged period of time. This traffic could seriously impact our quality of daily life and our quality of sleep at night, if the traffic and construction were permitted to take place 24 hours a day as it appears is being suggested in the plans. | TII welcome your support for the proposed nearby MetroLink station and recognise your outstanding concerns which we will address below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | As referred to in EIAR Appendix A9.2 Overall Project Traffic & Transport Assessment, TII have, through pre-construction planning in advance of the Railway Order, anticipated the implications of the proposed works on the locality, particularly traffic and accordingly have provided mitigation strategies in the EIAR for the construction phase. The proposed traffic management mitigation measures during the construction phase are outlined in section 7.1 of Appendix A9.2 Overall Project Traffic and Transport Assessment. During the Main Works for Glasnevin Station, no road closures or lane reductions are required. During the Enabling Works for Glasnevin Station, the removal of 90m of bus lane on Prospect Road northbound is required, with priority given to pedestrians. The anticipated impacts on traffic and transport as a result of the works are detailed below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | EIAR Appendix A9.5 Scheme Traffic Management Plan section 7.6 details the impacts to road users in the vicinity of the proposed Glasnevin Station. The works will attract additional traffic to and from this station location, with anticipated vehicle movements during the peak construction phase adding an average of approximately 50 additional daily movements each way to the existing traffic flows. The pre-construction planning and construction approvals process for traffic management at Glasnevin Station are set out below. The Advanced Enabling works for Glasnevin Station result in a slight impact for general traffic. Results indicate that the bus lane/general traffic lane removal will result in a slight impact on the section of road where the capacity is decreased, with an increase of volume of 3% in the morning peak and a 2% increase during the evening peak. This increase in volume, primarily due to public transport using the general traffic lane, results in a slight increase in driver delay on Prospect Road (which links to Botanic Road), of approximately 40 seconds, in the immediate area of the works during the morning peak. During the evening peak, a similar impact is shown in the results, however there is also additional delay on the Prospect Road/Whitworth Road junction, specifically on the southern and eastern approach arms where the additional delay time is 30 seconds and 21 seconds respectively. |  |
| During the Main Works, as the construction site boundary is primarily contained away from the traffic network, there is likely to be no significant impact on traffic flows throughout the construction period while temporary traffic management is implemented. Analysis shows that construction traffic movements will likely result in a minor impact on the nearby signalised junctions and on Prospect Road (R108), however traffic flow will be generally unaffected. There will be some impact on Prospect ROad (R108) where site vehicles routeing from the north to the site will be required to take a right turn into the site, leading to an increase in HGVs in the area. |              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |

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|                                                                                                                                                           |              |          | (2) continued                                                       | <p>Model outputs indicate that there will be minimal change in HGV volume as in both the morning and evening peaks, the roads immediately surrounding the station show there is little change in the HGV flows.</p> <p>Chapter 5 of the EIAR (MetroLink Construction Phase) explains that traffic management plans for the construction phase of the Project have been developed to minimise the impact on road users, and to maintain access to businesses and other premises.</p> <p>The control of construction vehicles in terms of their hours of operation and restrictions on vehicle size and weight have also been considered. This is detailed in section 6.1. of Appendix A5.1 Outline CEMP. It has been assumed that regular HGV deliveries to Glasnevin will be restricted outside of standard hours, and therefore 24hr traffic and construction impacts are not anticipated. As such, impacts to sleep or quality of life as a result of traffic movements are not anticipated. This is referred to in EIAR Appendix 5.5, 8.6 Traffic Management. Out of hours deliveries at Glasnevin are anticipated, but these typically would be either: abnormal load deliveries requiring an Abnormal Load Permit issued by An Garda Síochána and DCC; or deliveries during any occasional weekend track possession works planned at Glasnevin.</p> <p>Prior to implementation, all traffic management measures will be agreed with DCC and where relevant, consultation with An Garda Síochána and other statutory stakeholders will be undertaken. The design of traffic management measures and highways works is based on achieving the key objective of maintaining continual access to all properties during the works. Where necessary, a safe alternative route will be provided for pedestrians and vulnerable road users, such as children, and persons with restricted mobility, to maintain pedestrian access to premises. Where detour routes are required, these will be kept as short as possible and detour signage will be clear and easy to understand. All construction sites will be designed to be as unobtrusive as possible. See EIAR section 11.6.1.2 detailing construction activity mitigations for the population in general.</p> <p>As outlined in EIAR Appendix A5.1 Outline Construction Environmental Management Plan - CEMP, the appointed contactor(s) will be required to implement the appropriate mitigation measures in relation to traffic and transportation during construction. Following appointment, the contractor(s) will be required to develop an updated contract-specific CEMP which will detail all measures to be employed in relation to all potential impacts on traffic and transportation.</p> |

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| 3                                                                                                                                                         | Letter       | 1        | We are worried about vibration from this traffic and how this could affect our property, and the dust and pollution it will also cause. We have huge concerns over this as currently our road is very quiet in terms of traffic flow from 7pm onwards in the evening until 7.30am in the mornings. We suggest a residents monitoring group to keep an eye on this. | <p>TII notes concerns in relation to your property as a result of traffic impacts. Please note that as your property is located approx. 400m away from the Construction Site, impacts such as vibration, dust, emissions and noise are unlikely as per study areas set out within Chapters 13 &amp; 16 of the EIAR which have assessed traffic impacts respectively. Appendix A9.5 STMP also outlined HGV haulage routes to Glasnevin. HGVs going towards the site will only join the R108 Botanic Road from Prospect Way and therefore will not pass your property. In relation to monitoring, the appointed Contractor will be required to undertake monitoring measures to ensure compliance throughout the duration of works. As detailed in Appendix A5.1 Outline CEMP, a Project Construction Traffic Forum will be established for local stakeholders to address any concerns regarding construction traffic.</p> <p>On a general note of impacts from traffic as a result of construction, the following paragraphs outline the general assessment done within the Glasnevin area and the respective mitigation measures that will be employed.</p> <p><u>Noise &amp; Vibration</u><br/>Potential impacts associated with noise and vibration during the construction phase of the proposed Project are addressed in Chapter 13 (Airborne Noise &amp; Vibration) of the EIAR with mitigation measures proposed where required. The assessment of airborne noise and vibration during the construction of Glasnevin Station includes the consideration of the closest noise sensitive receptors to the works. Mitigation measures to reduce noise from construction traffic are limited to restricting speed limits, maintaining road surfaces and ensuring all vehicles are properly maintained. In addition, any coverings on construction vehicles will be securely fastened before leaving site to avoid excessive 'rattling'. Chapter 13, Section 13.5.2.6.9 notes that construction traffic noise impacts in this area are neutral to not significant based on the peak construction month in 2028.</p> <p><u>Air Quality</u><br/>The EIAR has fully assessed the potential air quality impacts on the local population, (including dust and other air quality emissions impacts) and proposed mitigation measures in EIAR Chapter 16 (Air Quality) in relation to traffic. As detailed in EIAR Chapter 16 (Air Quality), the modelling of road traffic for impacts on human and ecological receptors has found no significant impacts that require mitigation measures with respect to the modelling of emissions. The Outline Construction Environmental Management Plan (Appendix A5.1 of the EIAR) will be used to manage the construction phase dust emissions. In addition, before commencing works, an Air Quality Management Plan shall be prepared and submitted in advance to the relevant planning authority.</p> <p>Chapter 16, Section 16.6.1 outlines mitigation measures that are generally required for the control of dust with respect to HGV movements on site and deliveries to/from the sitesuch as;<br/>* HGV traffic leaving site will pass through a wheel wash;<br/>* Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary. If public roads are deemed to require additional cleaning where possible a suction device for road cleaning will be utilised which can access spaces around cars and other street furniture more effectively; and,<br/>* During movement of materials both on and off site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.</p> |



| Submission No.                                                                                                                                            |              |          | 139                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Organisation Name or Name of Submitter                                                                                                                    |              |          | Jennie McGee and Ian Kelly (residents - 80 Botanic Road, Glasnevin)                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 4                                                                                                                                                         | Letter       | 1        | We also would like to see a Community Fund is set up similar to the children's hospital fund.                                                                                  | <p>TII intends to establish a minimum of 3 local community liasons offices along the MetroLink Route. It is proposed to locate these offices in the city centre, Glasnevin and Swords Areas. The offices will be established at least 3 months prior to the commencement of Major Infrastructure works.</p> <p>TII will work with established Community Groups through the local community liaison officers along the route to identify projects at local level that would involve the Community in the delivery of MetroLink and its legacy. Such projects could include:</p> <ul style="list-style-type: none"><li>- A local school learning programme.</li><li>- Enhancement of community amenity within agreed funding limits.</li><li>- Engagement with final landscape and finishing options, including aspects of biodiversity.</li></ul> <p>TII are willing to explore mechanisms for investing in local initiatives to support affected communities during the works, such initiatives will be subject to funding being made available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5                                                                                                                                                         | Letter       | 1        | We are also concerned about our house as a structure and it's safety in terms of moving foundations or subsidence during the tunnelling out under our property and afterwards. | <p>Excavation for the tunnels and other below ground structures could potentially lead to ground movements at the surface and below ground. An assessment of the effects of ground movements and potential impacts on existing buildings has been carried out as part of the Scheme Design.</p> <p>EIAR Appendix A5.17 Building Damage Report covers the assessed impacts of construction generated ground movements and settlement on property. Section 5.2 of this report sets out the rationale for the assessment of properties similar to yours. The results of the assessment provided in Table 5.2 shows that property Ref B - 123, as one of the representative properties selected similar to your property, has been assessed as falling within the 'Negligible' category. The building risk categories shown in Table 4-4 of the aforementioned report are used to define the degree of building damage related to the Risk Category. According to this Table, the Negligible damage category refers to hairline cracks.</p> <p>As your property is within the negligible category no further assessment beyond the Phase 2a Building Damage Assessment is required.</p> <p>Appendix A5.17 Appendix C contains the predicted settlement contour drawings. Sheet 22 of 30, drawing ML1-JAI-EIA-Rout_XX-DR-T-21142 refers to the tunnel alignment relevant to your property.</p> <p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population &amp; Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <a href="https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/">https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/</a> , and this is where useful updates will be made available as the proposed Project progresses.</p> |

| Submission No.                                                                                                                                                               |                                               |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Organisation Name or Name of Submitter                                                                                                                                       |                                               |          | Jerdip Properties Unlimited Company (represented by Punch Consulting Engineers)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| Item No.                                                                                                                                                                     | Section Ref.                                  | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| RE: SUBMISSION ON THE METROLINK ON BEHALF OF JERDIP PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT THE ARTHUR COX BUILDING, 10 EARLSFORT TERRACE, DUBLIN 2, D02T380 |                                               |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1                                                                                                                                                                            | Cover letter                                  | 2        | <p>Our client, Jerdip Properties Unlimited Company, welcomes the opportunity to make a submission on the Railway Order for the Metrolink line. Our client has a number of observations and concerns in relation to impact of the proposed Railway Order and the MetroLink project on its above property and would ask An Bord Pleanála fully review same.</p> <p>Our client also wishes to request that an Oral Hearing is held in respect of the Railway Order application so that the points raised within this submission can be further clarified and addressed at the hearing for the benefit of all parties. The proposal is of both national and local significance and accordingly warrants an Oral Hearing.</p> | <p>Thank you for the submission and request for Oral Hearing. We have reviewed the submission and provided response for the observations/ concerns raised in detail below.</p> <p>An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. The Board has confirmed that it intends to hold an Oral Hearing for this project.</p> <p>The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, but only those that have made a written application may make an oral submission at the oral hearing. The oral hearing is managed by the An Bord Pleanála inspector.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2                                                                                                                                                                            | 1.0 Introduction (page 1 of PUNCH Memorandum) | 5        | We understand Earldev Properties Unlimited Company (EPUC), as building owner and landlord, may also make a submission to ABP in relation to the building. We request that both submissions are read in conjunction with each other. The most relevant parts of the EPUC submission concerning JPUC are outlined and further developed in Section 2.0 below.                                                                                                                                                                                                                                                                                                                                                              | Thank you for sharing this information. TII have reviewed both submissions and provided responses for the observations/ concerns raised by the Submitters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3                                                                                                                                                                            | 1.0 Introduction (page 2 of PUNCH Memorandum) | 6        | <p>It is essential that each of the points raised in this submission are addressed in full by TII. It is noted that the comments in this submission will expand following further engagement with TII It is vital to JPUC that the building remains fully operational during the works and cannot accept any interruption to its business.</p> <p>It is our belief that The Arthur Cox Building requires individual attention from TII as a standalone structure and we request that ABP condition same in any grant of the Railway Order.</p>                                                                                                                                                                           | TII note JPUC request and prior to any commencement of construction are happy to engage further regarding your concerns. It should be noted that having regard to settlement risk, this building will be subject to a detailed Phase 3 assessment, referred to in EIAR Chapter 5, Appendix A5.17 Building Damage Report section 4.5, to ensure that any effects on the building are understood and mitigated. Please see response below to Item (12) for further details.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4                                                                                                                                                                            | 1.0 Introduction (page 2 of PUNCH Memorandum) | 6        | <p>As the Headquarters of a leading firm of solicitors, the building has been designed and fitted out to a very high standard with acoustic treatments a principal design parameter. Hence, the potential noise and disruption from the proposed works is a huge concern that needs to be fully explained and addressed by TII to avoid negative impacts on our client's business.</p> <p>Similarly the impact of vibration on the building is of equal concern to our client and this issue must also be fully explained and addressed by TII as part of the process.</p>                                                                                                                                               | <p>TII note your concerns in relation to the noise and vibration related potential impacts on your property.</p> <p>EIAR Appendix 14.5 Groundborne Noise and Vibration Blasting Modelling Results presents predicted groundborne noise and vibration levels during the construction phase of the project, with the results for 10 Earlsfort Terrace summarised below:</p> <ul style="list-style-type: none"><li>• The predicted level of groundborne noise during TBM passage at surface level is 50 dB LASmax, which is above the 45 dB LASmax threshold, resulting in a significant impact on the buildings occupants for the short duration of the TBMs passage which is estimated to be 2-weeks.</li><li>• The predicted level of groundborne vibration during TBM passage is 0.269 ms-1.75, which is lower than the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) Threshold Level of 1.6 ms-1.75, resulting in a not significant impact on the building.</li></ul> <p>Unfortunately, there are no effective methods available to reduce groundborne noise from TBMs at source. TII will liaise with Jerdip Properties Unlimited Company to ensure the timing of these impacts are known. The principal mitigation measures aimed at minimising impacts are as follows:</p> <ul style="list-style-type: none"><li>• Advance public consultation and stakeholder engagement can greatly reduce the significance of groundborne noise effects during construction, as building occupants would be prepared for the passage of the TBM and resultant elevated noise and vibration levels.</li><li>• TII will accept and consider applications for additional measures on a case-by case basis, in accordance with its Noise and Vibration Mitigation Policy (see EIAR Appendix A14.6).</li></ul> |

| Submission No.                                                                                                                                                               |                                                            |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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| Item No.                                                                                                                                                                     | Section Ref.                                               | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TII Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 5                                                                                                                                                                            | 1.0 Introduction (page 2 of PUNCH Memorandum)              | 6        | Of particular concern is the fact that all drawings in the Railway Order relate to an old building layout on this site, which was demolished circa 2014 and does not take any account of the actual design and structure of the Arthur Cox Building. This is a concern as The Arthur Cox Building has complex and sensitive basement, pile and facade structures which must be carefully considered in the proposed tunnel design. We would expect The Arthur Cox Building to be shown on all relevant drawings and the correct building parameters used in all assessments of the tunnel design. | The assessments undertaken relate to the new building and the detailed information provided to TII in 2019. This included the bkd planning drawings and an inspection undertaken by ORS of the property (including the basements). This will be refreshed for the Phase 3 assessment (please refer to Item 12 below with regards to Phase 3 assessment process). The drawings to which your submission refers are the OS mapping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 6                                                                                                                                                                            | 2.0 Technical Observations, point a (page 3 of Memorandum) | 7        | a. What is the Tunnel detail design procurement approach i.e. client design or contractor design?<br><br>i) A detailed design programme for the tunnel under the building is required.                                                                                                                                                                                                                                                                                                                                                                                                            | The detailed design and construction programme (in so far as it relates to the Arthur Cox Building) will be provided once developed by the TII Contractor. Please also refer to response (10) below.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 7                                                                                                                                                                            | 2.0 Technical Observations, point a (page 3 of Memorandum) | 7        | ii) If the tunnel design is by the main contractor, TII to confirm how soon after the grant of the Railway Order a Main Contractor be appointed?                                                                                                                                                                                                                                                                                                                                                                                                                                                  | It is anticipated that the Contractor will be procured within 18 months of the grant of the RO. It should be noted it may be a further 60 months prior to the TBM being within the zone of influence of your building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 8                                                                                                                                                                            | 2.0 Technical Observations, point a (page 3 of Memorandum) | 7        | iii) TII to confirm estimated construction programme from when Arthur Cox are likely to experience noise and vibration from the Tunnel Construction Works?                                                                                                                                                                                                                                                                                                                                                                                                                                        | Tunnelling from St Stephen's Green to Charlemont is expected to take approximately 6 months, covering Q1 and Q2 of Year 7 Construction (see EIAR Appendix A5.2 Construction programme Including Tunnel Elements). Noise and vibration impacts from the advancement of the TBM beneath Arthur Cox building location will occur for a very short period of days (up to 2-weeks). Currently, a detailed timeline for TBM passage is not available as the appointed contractor(s) will prepare the programme for the TBM. Once the programme has been prepared, advance public consultation and stakeholder engagement will take place to prepare building occupants or the passage of the TBM and resultant elevated noise and vibration levels (see EIAR Appendix A5.1 Outline CEMP, Table 6.1 Tunnel Boring GNV1).                                                                                                                                                                                                           |  |
| 9                                                                                                                                                                            | 2.0 Technical Observations, point a (page 3 of Memorandum) | 7        | iv) TII to confirm what information JPUC will receive prior to the Oral Hearing?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | There are no plans to issue any further information prior to the Oral Hearing apart from these responses. However, TII are happy to engage in consultation to provide further detail as required and prior to construction commencement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 10                                                                                                                                                                           | 2.0 Technical Observations, point a (page 3 of Memorandum) | 7        | v) Assuming the detailed design is by the Main Contractor, TII to confirm the extent to which the Main Contractor will be required to engage with JPUC during the detailed design process?                                                                                                                                                                                                                                                                                                                                                                                                        | TII will engage a design team to prepare the detailed design for the proposed project. The construction of this design will be the responsibility of the main contractor. However, all designated designs will be independently checked and TII will accept the design. TII will provide the assurance to JPUC that the design and modelling, together with proposed instrumentation and monitoring is fit for purpose and will not result in impacts greater than that assessed in the EIAR. If monitoring is to be installed on or in your properties, then the methodology and timing of the installations will be agreed with JPUC together with any ongoing maintenance of the monitoring. The Contractor and TII will provide updates as required during the construction process. Additionally, condition surveys will be coordinated with JPUC including any close out condition surveys and the identification of any remedial measures needed. If required by JPUC TII will issue the Phase 3 Assessment details. |  |

| Submission No.                                                                                                                                                               |                                                        |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| 11                                                                                                                                                                           | Technical Observations, point b (page 3 of Memorandum) | 7        | <p>b. Confirmation that a full copy of the detail design and construction package will be issued by TII in relation to The Arthur Cox Building.</p> <p>i) We expect to see a full copy of the detailed design and construction package which allows for an independent assessment to be carried out by JPUC as they wish. We request confirmation of timelines from TII for this but note this needs to allow sufficient time for our client to fully review the proposals.</p> | <p>TII would welcome a meeting with JPUC to further explore the details presented here and to collate the relevant information to educate the further assessment.</p> <p>Specifically with regard to the point noted, TII will issue JPUC with the detailed Phase 3 assessment when completed. With regard to timeline, this will be confirmed once the main contract is let but likely to be approximately 24 -30 months after the grant of the RO.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12                                                                                                                                                                           | Technical Observations, point b (page 3 of Memorandum) | 7        | <p>ii) It is vital for JPUC that the building is not damaged during these works and the extent of building damage suggested by TII in the Railway Order is not acceptable.</p>                                                                                                                                                                                                                                                                                                  | <p>This response here also relates to Items 14, 15, 17 and 20 below.</p> <p>The assessment of building damage follows an industry standard approach undertaken on tunnelling and underground projects around the world including on the Channel Tunnel Rail Link and Crossrail in London, the Dublin Port Tunnel and currently on High Speed 2 in England, and therefore that further assessment does not need to be delivered prior to the route being consented. The purpose of the Stage 1 and Stage 2a assessments has been to provide/ensure confidence that the Works will not induce unacceptable damage to buildings/structures along the Route. The primary objective has been to confirm that the structural integrity of each building/structure will not be compromised by the Works.</p> <p>EIAR Appendix A 5.17, Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on properties. Table 5-2 of this report shows that the building has been assessed as falling within the "Slight damage" category currently, an explanation for which can be found in Table 4-4 of the aforementioned report.</p> <p>TII does recognise the importance of your buildings and hence they are designated as special buildings which will move forward to further Phase 3 assessment at the detailed design phase. The Phase 3 assessment will take account of final design and construction methodology details. For the Phase 3 assessment, each building will be subject to detailed assessment on an individual basis. A detailed survey will be carried out as part of the Phase 3 assessment to provide the necessary additional information to inform this detailed analysis of how the individual elements of the building would be affected by the predicted ground movements. The method and extent of the detailed analysis will be determined on a case-by case basis and may include a more sophisticated semi-empirical or a detailed soil-structure interaction using finite element modelling methods. It is likely that the Phase 3 assessment will yield further improvement to the damage category determined by the Phase 2b assessment. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>Ancillary features in each building/structure, which themselves do not contribute to the structural integrity of the building/structure, are considered in the subsequent Phase 3 assessment. The D&amp;B Contractor is responsible to further investigate the sensitivities of each building/structure to identify those elements within the building/structure curtilage that may not contribute to the structural integrity of the building/structure itself, but will most likely in themselves be sensitive to the excavation and construction processes.</p> <p>In each instance, engaging with the building/structure owner (or their delegated representative) the D&amp;B Contractor will be responsible for identifying further mitigations that will further reduce the potential for damage if needed. These mitigations might relate directly to the excavation and construction processes (at source measures), or they might relate to a direct protection of the non-structural elements for which damage related concern remain.</p> <p>The Phase 3 assessment is undertaken to minimise the impact of the tunnelling operation beneath your property. Please also refer to response 14 below.</p> |

| Submission No.                                                                                                                                                               |                                                        |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| 13                                                                                                                                                                           | Technical Observations, point b (page 4 of Memorandum) | 8        | iii) The efficient running of the business operations of The Arthur Cox Building is of paramount importance to JPUC. Whilst some disruption in terms of noise and vibration is likely, these levels cannot be such that they affect the company's daily operations. We would request that TII provide detailed reassurances on these matters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Noise and vibration impacts from the advancement of the TBM beneath Arthur Cox building will occur for a very short period of approximately 2 weeks, as referred to in Chapter 14: Groundborne Noise and Vibration, section 14.6.1.1 Tunnel Boring, with the impacts described in response 16 below.</p> <p>To mitigate impacts, advance public consultation and stakeholder engagement will take place which will greatly reduce the significance of groundborne noise effects, as building occupants would be prepared for the passage of the TBM and resultant elevated Noise and Vibration levels (see Table 11.70 of EIAR Chapter 11 Population and Land Use).</p> <p>The impact on your commercial activity due to Groundborne Noise and Vibration as a result of tunnelling activities following mitigation will be negative, slight and short term to medium term</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 14                                                                                                                                                                           | Technical Observations, point c (page 4 of Memorandum) | 8        | <p>c. Details and frequency of proposed condition surveys for The Arthur Cox Building by TII, both in advance of and during the construction works as well as during operational phase.</p> <p>i) In the Damage Assessment Report of Building document on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a>, it places the Arthur Cox Building (B-238) in Damage Category B (Refer to Appendix A) . This cannot be accepted by JPUC and will likely affect the buildings basement, frame and facades which in turn affects the operations of the business.</p> <p>ii) The query relates to visual condition surveys of the building prior to and during construction works. There must be photographic condition surveys carried out by TII/Main Contractor to ensure any potential damage to the building is accurately recorded.</p> <p>iii) It is expected that the condition surveys continue post construction and in the tunnel operational stages and request frequency of these surveys to be confirmed by TII.</p> <p>iv) We request this information from TII as soon as possible to ensure the integrity of the building is maintained during all phases of the works.</p> <p>v) We request TII to confirm when guidelines regarding the process for remediation will be released, should remediation be required. It is our understanding these guidelines are under development by TII based on information from <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a> . We reiterate that damage to the building cannot be accepted but we need to understand the guidelines nonetheless.</p> | <p>TII would respond to the points raised as follows:</p> <p>Response to point i): Slight damage is predicted at the Arthur Cox building (B-238) following the Refined Phase 2a Damage Assessment. This building has been identified as a 'special' building and will be subject to a detailed assessment (Phase-3 assessment) and appropriate control measures will be implemented to protect the building. Please refer to Item 12 above. Please note that any damage identified as caused by the advancement of the TBM will be repaired.</p> <p>Response to point ii): TII note and agree, this is as planned.</p> <p>Response to point iii): Condition surveys will commence before the construction phase, during (as required) and after the construction phase is complete. Long term impacts during the operational phase are not anticipated and so there is no requirement for further condition surveys at this point.</p> <p>Response to point iv): TII agree that the surveys and assessment are to be undertaken in time such that the integrity of the building is maintained. This is TII's stated position.</p> <p>Response to point v): TII do not intend to put in place a Property Owners Protection Scheme for Commercial Properties along the MetroLink route. To protect commercial properties, TII contractors appointed to carry out the works will, with the agreement of the owners of such properties, commission chartered building surveyors to carry out a precondition survey of commercial properties. In the event that it is determined that damage has occurred. TII's contractor will be required to commission a follow up survey to confirm the extent of the damage and confirm if the damage has been caused by MetroLink works. Where property damage is confirmed to have been caused by MetroLink works the property concerned will have recourse to MetroLink project insurances.</p> |

| Submission No.                                                                                                                                                               |                                                              |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF JERDIP PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT THE ARTHUR COX BUILDING, 10 EARLSFORT TERRACE, DUBLIN 2, D02T380 |                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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| 15                                                                                                                                                                           | Technical Observations, point d (page 4 and 5 of Memorandum) | 8&9      | <p>d. Vertical settlement of the existing structure at The Arthur Cox Building from the proposed works.</p> <p>i) The predicted settlement is a concern from available information on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a>. The settlement contours on Volume 4, Chapter 20- Fig 20.16, sheet 29 of 30 (Refer to Appendix B), suggest settlement of 40-45mm in the calculated settlement trough. We request details from TII on how they established this deflection data.</p> <p>ii) There appears to be no evidence of undertakings on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a> to confirm the quality of the rock at the tunnel level beneath The Arthur Cox Building. We request that geophysical surveys are carried out by TII on the rock at tunnel level from the existing basement. 2d Resistivity and Seismic Refraction surveys are suggested to determine the rock mass characteristics.</p> <p>iii) If a dense rock with little fractures is encountered during this testing, this potentially magnifies the noise and vibration levels through the building which is a concern. This would have further detrimental impacts on the operations of our client's business and we request detailed analysis of this issue by TII.</p> | <p>Please also refer to Item 12 above. The assessment details are given in the Chapter 4 of the Damage Assessment Report of Buildings and Other Assets.</p> <p>The settlement contours shown on Figure 20.16 of Appendix B is based on Phase-1 assessment with very conservative (absolute worst case) tunnelling volume loss parameters and its purpose is to define the boundaries for the buildings for subsequent assessments. However, Phase 2a has been carried with refined (but still conservative) tunnelling volume loss parameters with the consequent reduction in the greenfield settlements (to less than 30mm). Further, the Phase 2a assessment is based on the ground movements at the formation level of the basement (underside of the basement slab) - for the Damage Categorisation. The method of assessment is fully explained in EIAR Appendix 5.17. In summary, the settlement contours shown on Figure 20.16 of Appendix B are based on Phase-1 assessment with very conservative (absolute worst case) tunnelling volume loss parameters; 1.5% when the tunnel is with less than half the tunnel diameter of rock cover and 0.75% when the tunnel is with greater than half the tunnel diameter. The purpose of Phase-1 assessment is to define the boundaries for the buildings for subsequent assessments. However, Phase 2a has been carried with refined (but still conservative) tunnelling volume loss parameters; 1.0% when the tunnel is with less than half the tunnel diameter of rock cover and 0.5% when the tunnel is with greater than half the tunnel diameter - Phase 2a assessment shows less than 16mm settlement under these buildings with Damage Category 0 (Negligible). The details of assessment are given in Section 4 of the Damage Assessment Report. The protected buildings have been identified as 'special' buildings and will be subject to a detailed assessment (Phase-3 assessment) and appropriate control measures will be implemented to protect the building if considered necessary - unlikely in this case as already categorised as in the Negligible damage category. Phase-3 assessment will utilize the site specific ground model, particularly that the tunnel face is in rock strata in this area, which will result in significant reduction in the volume loss due to tunnelling compared to that was assumed in the Phase 2a assessment and thus reduction in the greenfield ground movements.</p> <p>Detailed ground investigations (GI) have been undertaken to produce the geological profile of the proposed MetroLink route and this data has supplemented existing desk based GI to give an excellent understanding of the geotechnical conditions. This GI data and existing available desk based data has been used in the assessment. At detailed design the contractor will undertake further investigation as necessary to verify the ground conditions and as required to validate the basis of assessment be prescribed as part of the recommendations from the Phase-3 assessment works.</p> <p>Arthur Cox Buildings is identified for Phase-3 assessment. The Phase-3 assessment will utilize the site specific ground model, particularly that the tunnel face is in rock strata in this area, which will result in significant reduction in the volume loss compared to that adopted for the Phase-2a assessment for tunnelling works - this will lead to lower damage category.</p> <p>Any additional ground probing works etc required to validate the basis of assessment will be prescribed as part of the recommendations from the Phase-3 assessment works.</p> <p>The basements are known and the separation from these structures to the crown of the tunnel has been used in the current assessment. This will be updated at detailed design incorporating final design alignment.</p> |



| Submission No.                                                                                                                                                               |                                                              |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF JERDIP PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT THE ARTHUR COX BUILDING, 10 EARLSFORT TERRACE, DUBLIN 2, D02T380 |                                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 16                                                                                                                                                                           | Technical Observations, point e (page 5 and 6 of Memorandum) | 9&10     | <p>e. Vibration and Noise Impacts under the existing structure at The Arthur Cox Building from the proposed works.</p> <p>i) There is a concern in relation to the identified noise and associated disruption contained within https://www.metrolinkro.ie/. A "Very High Adverse (significant)" residual impact is identified in the documentation. This is not acceptable to JPUC and will be detrimental to our client's daily operations. TII should access this further and mitigate this impact.</p> <p>ii) Whilst this impact is noted as being "short term", there is no clarity or estimate provided beyond this in relation to the duration of these works and associated negative impacts. We request TII to confirm duration of the proposed works and associated impacts on our client's building</p> <p>iii) We request An Bord Pleanála to condition an independent noise and vibration assessment of the building based on the individual site specifics and the building form itself.</p> <p>iv) It is assumed that these noise levels of 50dB (Refer to Appendix C) are calculated on a Phase 1 Greenfield base level. The building and its secant piles are founded in rock. The concrete frame is also a very dense form of construction. If the rock is dense, there is a very efficient direct transmission path for noise and vibration through the building. Therefore, we are concerned noise levels could be greater than calculated and we need this concern to be robustly allayed by TII prior to commencement of work.</p> <p>v) The building has been designed and fitted out to a very high standard with acoustic treatments a principal design parameter. This is to reduce background noise in the building. If noise is transferred up through the building, the existing acoustic fabric in the facades and internal partitions may magnify acoustic levels within the building. We need this concern to be robustly investigated and concerns allayed by TII prior to commencement of work.</p> <p>vi) Vibration levels appear low in the documentation 0.269 VDV/day. Based on item e (iv) above, we are concerned vibration levels could be greater than calculated and we need this concern to be robustly investigated and concerns allayed by TII prior to commencement of work.</p> | <p>With regard to the points raised, TII would respond as follows:</p> <p>(i) TII acknowledge your concern and will put measures in place to reduce impacts to your property as much as reasonably practicable. It is correct that there is potential for significant effects from groundborne noise from the TBM operation along the route of the tunnel without mitigation (Section 14.5.1, Chapter 14 Groundborne Noise and Vibration). Unfortunately, there are no effective methods available to reduce groundborne noise or vibration from TBMs at source, but mitigation measures can be implemented to minimise impacts (please refer to Items 4 and 13 above).</p> <p>(ii) Please refer to Item 8 above.</p> <p>(iii) The assessment results presented in Appendix 14.5 Groundborne Noise and Vibration and Blasting modelling results present predicted levels of groundborne noise and vibration during construction and operation of the named building. No additional assessment is considered necessary.</p> <p>(iv) At Arthur Cox's offices the level of TBM noise at surface level is shown as 50 LAmaxS in the EIAR contours, and operational noise is shown as 35 LAmaxS. The effect of two basements and piles down to the rockhead is an increase of 5 LAmaxS for TBM noise to 55 LAmaxS and 4dB for operational noise to 39 LAmaxS. For TBM noise the threshold of significant effects for offices is 45 LAmaxS. More relevant is that the duration of significant effect will be approximately 2-weeks depending on the rate of advance in this area. For operational noise the impact remains in the "not significant" category.</p> <p>For TBM the VDV is 0.269 ms-1.75 day at ground level increasing to 0.398 ms-1.75 with the two basements and piles. The threshold of significant effect is 1.6 ms-1.75.</p> <p>No further mitigation is necessary for operational effects. No mitigation is available for the TBM groundborne noise anticipated at ground level and within the basement as detailed above except through consultation with the owner/occupier of the timings of the TBM arrival, anticipated duration of the TBM progress and programming.</p> <p>(v) and (vi) Please refer to response to point (iv) above</p> |  |
| 17                                                                                                                                                                           | Technical Observations, point f (page 6 and 7 of Memorandum) | 10&11    | <p>f. Confirmation that the tunnel can be constructed in the proposed position/depth considering the depth of the existing rock, existing piles and formation level of the double basement at The Arthur Cox Building.</p> <p>i) We have concerns about the proposed tunnel level relative to that of the double basement structure and secant piled wall of 10 Earlsfort Terrace. Refer Appendix D of this submission for drawings illustrating the close proximity of the tunnel to the existing basement structure.</p> <p>ii) The proposed tunnel is approximately 6m below the lowest structural element and 5.35m below the lowest pile level. This proximity of significant engineering works to the underside of the structural support for The Arthur Cox Building is of serious concern.</p> <p>iii) The existing double basement is waterproofed with a Rascor White Tank Injection System and relies solely on the reinforced concrete structure to prevent water ingress. Hence, this form of waterproofing is very sensitive to ground movements and the design of the tunnel must take this into account.</p> <p>iv) The basement structure is below the water table level and the basement slab is very sensitive to vibrations and any adverse cracking to the slab would cause significant water ingress issues.</p> <p>v) We request that TII comment on each of the items above and confirm the integrity of the building will not be compromised by the proposed works</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Please refer to Items 12, 15 and 16 above.</p> <p>Having regard to potential settlement, the Phase-3 assessment will utilize the site specific ground model, particularly that the tunnel face is in rock strata in this area, which will result in significant reduction in the volume loss due to tunnelling and thus reduction in the greenfield ground movements - this will lead to a lower damage category. Any requirements to impose restrictions to the tunnel vertical alignment (upwards) will be considered as part of Phase-3 assessment.</p> <p>This building has been identified as a 'special' building and therefore will be subjected to a detailed assessment (Phase-3 assessment) which will utilize the site specific ground model and the structural details/features of the building to determine any mitigation measures required to protect the building and these measures will be agreed with the buildings owners and their advisers prior to commencement of tunnelling in the area. Any requirements to lower the tunnel vertical alignment will be considered as part of Phase-3 assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |

| Submission No.                                                                                                                                                               |                                                        |          | 140                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| RE: SUBMISSION ON THE METROLINK ON BEHALF OF JERDIP PROPERTIES UNLIMITED COMPANY IN RELATION TO PROPERTY AT THE ARTHUR COX BUILDING, 10 EARLSFORT TERRACE, DUBLIN 2, D02T380 |                                                        |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 18                                                                                                                                                                           | Technical Observations, point g (page 7 of Memorandum) | 11       | <p>g. Written confirmation from TII of any anticipated negative impacts on the building and its tenants at 10 Earlsfort Terrace during the construction phase.</p> <p>i) PUNCH request TII to issue details and timelines of any negative impacts for JPUC on the normal execution of their business operations during construction phase of the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>TII confirm that there will be a temporary but very high adverse (significant) impact for groundborne noise at 10 Earlsfort Terrace during TBM passage. Where eligibility is established, there will be an opportunity to apply the TII Airborne Noise and Groundborne Noise Mitigation Policy (EIAR Appendix A14.6). Additionally, advance public consultation and stakeholder engagement will be carried out and TII will continue to communicate timelines and construction details as the project progresses. TII are happy to discuss the application of the TII Airborne Noise and Groundborne Noise Mitigation Policy further.</p> <p>The impact on your commercial activity due to Groundborne Noise and Vibration as a result of tunnelling activities following mitigation will be negative, slight and short term to medium term (Table 11.70, Chapter 11 Population and Land Use). Currently, a detailed timeline for TBM passage is not available as the appointed contractor(s) will prepare the programme for the TBM once they have been appointed. TII will continue to communicate with landowners as the project progresses.</p> <p>The EIAR fully details all impacts during construction phase of the MetroLink. Please refer to, inter alia, EIAR Appendix 5.17 for Ground movement impacts, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration.</p> |
| 19                                                                                                                                                                           | Technical Observations, point h (page 7 of Memorandum) | 11       | <p>h. Written confirmation from TII of any anticipated negative impacts on the building and its tenants at The Arthur Cox Building during the operational phase.</p> <p>i) PUNCH request TII to issue details and timelines of any negative impacts for JPUC on the normal execution of their business operations during the operational phase of the works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>No significant noise and vibration effects are predicted at 10 Earlsfort Terrace during the operational phase (Section 14.5.2, Chapter 14 Groundborne Noise and Vibration).</p> <p>Business operations of JPUC will not be negatively impacted during the operational phase (Section 11.7.2, Chapter 11 Population and Land Use).</p> <p>The EIAR fully details all impacts during operational phase of the MetroLink. Please refer to, inter alia, EIAR Chapter 11 Population and Land Use, EIAR Chapter 13 Airbourne Noise and Vibration and Chapter 14 for Groundborne Noise and Vibration. Once operational, demand will vary through the day and week, with different service levels provided to meet varying demand. Services will operate between 05:30 and 00:30 every day. Service frequency is reduced on weekends and public holidays to reflect lower demand during these periods.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 20                                                                                                                                                                           | Technical Observations, point i (page 8 of Memorandum) | 12       | <p>i. Confirmation that that the structural integrity of the building at The Arthur Cox Building will not be affected in any way by the proposed works during the construction and operational phase.</p> <p>i. In the Damage Assessment Report of Building document on <a href="https://www.metrolinkro.ie/">https://www.metrolinkro.ie/</a>, it places the Arthur Cox Building (B-238) in Damage Category B . We note that because of the foundations proximity to the tunnel the building is classed as an "At Risk" building and that the Phase 3 assessment be undertaken. This Phase 3 assessment, as we understand it, will be a detailed assessment of the Ground Movement Response for the Arthur Cox Building specifically. We request timelines of when this will be carried out by TII.</p> <p>ii. JPUC will not accept building damage and the integrity of the building and particularly the basement cannot be compromised in any way. The basement is designed as part habitable for staff of the building and cannot allow any water ingress.</p> <p>iii. The superstructure and facades cannot be damaged. Should remediation be required to the superstructure, the work practices and daily operations of the company will be hugely affected.</p> | <p>TII would respond to the points raised as follows:</p> <p>Response to point i): Please refer to Items 11, 12, 14. 15 and 17 above.</p> <p>Response to point ii) and iii): The damage predicted is outlined in Items 12 and 14 above. TII commit to undertaking the condition surveys pre and post construction and will remediate damage caused such that the building basement, superstructure and facades are not compromised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Item No.                                                                                                                                                                     | Section Ref.                             | Page No. | Observation Statement                                                                                                                                                                                                                                                                                                                                       | TII Response                                                                                                                                                                                                                                               |
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| 21                                                                                                                                                                           | Conclusions (page 8 of Memorandum)       | 12       | i) The project is of both Local and National significance and accordingly warrants an Oral Hearing. Our client wishes to request that an Oral Hearing is held in respect of the Railway Order application, so that the points raised within this submission can be further clarified and addressed in detail at the hearing for the benefit of all parties. | Thank you for the request for Oral Hearing. The oral hearing process is managed by the An Bord Pleanála. Please refer to response to Item 1 above.                                                                                                         |
| 22                                                                                                                                                                           | Conclusions (page 8 of Memorandum)       | 12       | ii) We wish to develop and resolve each of the observations made in this submission in advance of any future Oral Hearing and request immediate engagement with TII accordingly. We request that ABP condition same in any grant of the Railway Order.                                                                                                      | TII are available to meet in advance of the Oral hearing.                                                                                                                                                                                                  |
| 23                                                                                                                                                                           | Conclusions (page 8 and 9 of Memorandum) | 12&13    | iii) JPUC primary concern is the effect the proposed works will have on the business operations of its company. As a leading firm of solicitors, its operations cannot be negatively impacted by the proposed Metrolink works. We would request immediate engagement with TII to allay these concerns.                                                      | TII are available to meet in advance of the Oral hearing.                                                                                                                                                                                                  |
| 24                                                                                                                                                                           | Conclusions (page 9 of Memorandum)       | 13       | iv) There are serious concerns based on information received that the building will be damaged by the proposed Metrolink works. We would request immediate engagement with TII to allay these concerns.                                                                                                                                                     | Thank you for the submission. We have reviewed your submission and provided responses for the observations/ concerns raised in detail above. TII are happy to engage further with JPUC regarding your observations and concerns raised in this submission. |